

**ASSOCIATION OF
GOVERNMENTS**

MEETING OF THE

COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE

Main Office

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Los Angeles, California
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www.scag.ca.gov

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Orange County: Chris Norby, Orange County • Christine Barnes, La Palma • John Beauman, Brea • Lou Bone, Tustin • Debbie Cook, Huntington Beach • Leslie Daigle, Newport Beach • Richard Dixon, Lake Forest • Troy Edgar, Los Alamitos • Paul Gloab, Laguna Niguel • Robert Hernandez, Anaheim • Sharon Quirk, Fullerton

Riverside County: Jeff Stone, Riverside County • Thomas Buckley, Lake Elsinore • Bonnie Flickinger, Moreno Valley • Ron Lovernidge, Riverside • Greg Pettis, Cathedral City • Ron Roberts, Temecula

San Bernardino County: Gary Ovitt, San Bernardino County • Lawrence Dale, Barstow • Paul Eaton, Montclair • Lee Ann Garcia, Grand Terrace • Tim Jasper, Town of Apple Valley • Larry McCallion, Highland • Deborah Robertson, Rialto • Alan Wapner, Ontario

Tribal Government Representative: Andrew Masiel Sr., Pechanga Band of Luiseño Indians

Ventura County: Linda Parks, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Art Brown, Buena Park

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Keith Millhouse, Moorpark

PLEASE NOTE DATE AND TIME

Thursday, August 30, 2007

9:30 a.m. – 11:30 a.m.

SCAG Offices

**818 West 7th Street, 12th Floor
Conference Room Riverside B
Los Angeles, CA 90017
213.236.1800**

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Jane Embry at 213.236.1826 or embry@scag.ca.gov

Agendas and Minutes for the Community, Economic, and Human Development Committee are also available at:

www.scag.ca.gov/committees/cehd.htm

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Community, Economic, and Human Development Committee Membership

August 2007

Jon Edney, Chair

El Centro

Members

Barnes, Christine
Bayer, Anne
Chastain, Kelly
Coerper, Gil
Daigle, Leslie
Dubois, Diane
Fesmire, Melanie
Garcia, Joe G.
Jasper, Timothy
Jeffra, Jim
Lantz, Paula
Lee, Laura
Loveridge, Ronald
Malsin, Scott
McCallon, Larry (**Vice-Chair**)
McCullough, Kathryn
McSweeney, Susan
Morehouse, Carl
Mosca, Joseph
Norby, Chris
Nowatka, Paul
Nunez, John H.
Olhasso, Laura
Palmer, Jim
Perry, Jan
Reyes, Ed
Ring, Bob
Robertson, Deborah
Serrano, Joseph
White, Charles

Representing

La Palma
Gateway Cities
SANBAG
OCCOG
OCCOG
Gateway Cities
CVAG
SGVCOG
Apple Valley
Lancaster
Pomona
Gateway Cities
Riverside
Westside Cities COG
Highland
OCCOG
Westlake
Ventura/VCOG
SGVCOG
Orange County
Torrance
SGVCOG
Arroyo Verdugo
OCCOG
Los Angeles
Los Angeles
OCCOG
Rialto
Gateway Cities
WRCOG

COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE

AGENDA

PAGE #

TIME

“Any item listed on the agenda (action or information) may be acted upon at the discretion of the Committee.”

1.0 CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Jon Edney,
Chair

2.0 PUBLIC COMMENT PERIOD

Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker's card to the Assistant prior to speaking. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The chair may limit the total time for all comments to twenty (20) minutes.

3.0 REVIEW AND PRIORITIZE AGENDA ITEMS

4.0 CONSENT CALENDAR

4.1 Approval Item

4.1.1 Minutes of July 12, 2007 Meeting
Attachment

1

4.2 Receive and File

4.2.1 2007 State and Federal Legislation Matrix
Attachment

7

4.2.2 Compass Blueprint Demonstration
Projects Matrix
Attachment

21

SCAG has completed or is near completion on nearly 50 Compass Blueprint Demonstration Projects. The attached matrix provides an overview.



COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE

AGENDA

		PAGE #	TIME
4.2	<u>Receive and File (continued)</u>		
4.2.3	<u>Los Angeles Times Articles on Transit Oriented Development (TOD)</u> Attachment	31	
4.2.4	<u>Regional Comprehensive Plan Schedule</u> Attachment	48	
	Schedule for Development of the Regional Comprehensive Plan		
5.0	<u>INFORMATION ITEMS</u>		
5.1	<u>Proposition 1C – Housing Bond Imple- mentation Status</u> Attachment	Leeor Alpern/ Joanne Ruddell, SCAG Staff 49	10 minutes
	Summary of Proposition 1C Legislation and update on TOD program information submitted to HCD.		
5.2	<u>RTP Growth Forecasts: Land Use Scenarios and Policy Implications</u> Attachment	Steve Levy, Center for Continuing Study of California Economy Frank Wen, SCAG Staff 51	30 minutes
	Consultant/staff will present 2008 RTP growth forecast, lead dis- cussion on demographic, economic trends, implications on policy issues, particularly those related to Compass Blueprint land use strategies. This presentation and discussion will pro- vide background for the Committee and lead into the following item for policy direction.		



COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE

AGENDA

		PAGE #	TIME
5.3	<u>Regional Comprehensive Plan Goals and Outcomes for Land Use & Housing and Economy Attachment</u>	Douglas Kim, SCAG Staff 57	20 minutes
	Staff will present the goals and outcomes for land use & housing and economy chapters of the draft Regional Comprehensive Plan.		
6.0	<u>ACTIONS ITEMS</u>		
6.1	Regional Transportation Plan (RTP) Policy Development Attachment	John Fregonese, Fregonese Associates Lynn Harris/Frank Wen, SCAG Staff 67	60 minutes
	Consultant/staff will present growth/land use strategies, review preliminary modeling results, lead discussions on policy implications; seek CEHD direction to develop 2008 RTP/EIR land use scenarios.		
	Recommended Action: Discuss policy implications; direct staff to develop 2008 RTP land use scenarios.		
7.0	<u>CHAIR'S REPORT</u>		
8.0	<u>STAFF REPORT</u>		
9.0	<u>FUTURE AGENDA ITEMS</u>		
	Any Committee members or staff desiring to place items on a future agenda may make such a request.		
10.0	<u>ADJOURNMENT</u>		

The next meeting of the Community, Economic, and Human Development Committee will be held on October 4, 2007 at the SCAG offices in downtown Los Angeles.



**COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**July 12, 2007
Minutes**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE. AN AUDIOCASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Community, Economic & Human Development Committee held its meeting at the SCAG office in downtown Los Angeles.

Members Present

Barnes, Christine	City of La Palma
Edney, Jon (Chair)	City of El Centro/IVAG
Jasper, Timothy	City of Apple Valley
Lantz, Paula	City of Pomona
Lee, Laura	Gateway Cities
Loveridge, Ronald	City of Riverside
Malsin, Scott	Westside Cities COG
McCallon, Larry (Vice-Chair)	City of Highland
McCullough, Kathryn	OCCOG
Morehouse, Carl	Ventura/VCOG
Mosca, Joseph	SGVCOG
Olhasso, Laura	City of Arroyo Verdugo
Ring, Bob	OCCOG
Robertson, Deborah	City of Rialto
White, Charles	WRCOG

Members Not Present

Chastain, Kelly	SANBAG
Coerper, Gil	City of Huntington Beach
Bayer, Anne	Gateway Cities
Fesmire, Melanie	CVAG
Garcia, Joe G.	SGVCOG
Daigle, Leslie	OCCOG
Dubois, Diana	Gateway Cities
Jeffra, Jim	Lancaster
McSweeney, Susan	City of Westlake
Norby, Chris	Orange County

Members Not Present (Continued)

Nowatka, Paul	City of Torrance
Nunez, John H.	SGVCOG
Palmer, Jim	OCCOG
Perry, Jan	Los Angeles
Reyes, Ed	Los Angeles
Serrano, Joseph	Gateway Cities

1.0 CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Jon Edney, Chair, called the meeting to order at 9:35 AM. Hon. Deborah Robertson led the Committee in the Pledge of Allegiance.

2.0 PUBLIC COMMENT PERIOD

Hon. Edney requested comments from the public. There were no comments.

3.0 REVIEW AND PRIORITIZE AGENDA ITEMS

The Chair requested Information Item 5.1 be moved to be heard later in the agenda, and Information Item 5.4 be moved to the top of the agenda. There was no objection.

Hon. Edney welcomed Scott Malsin, a new member to the Committee, representing Westside Cities COG. He also announced that three CEHD members have left the Committee: Cathy Green, Sid Tyler, and Mike Ten.

4.0 CONSENT CALENDAR

4.1 Approval Item

4.1.1 Minutes of June 7, 2007

4.1.2 State and Federal Legislative Matrix

Hon. Edney acknowledged the modification to the State and Federal Legislative Matrix, and stated that the modification made it easier to focus on bills that directly relate to this Committee.

A **MOTION** was made by Hon. Ron Loveridge to **APPROVE** the Consent Calendar. The **MOTION** was **SECONDED** by Hon. Larry McCallon and **UNANIMOUSLY APPROVED**. Hon. Kathryn McCullough, Hon. Deborah Robertson, and Hon. Scott Malsin abstained, as they were not in attendance at the June 7, 2007 meeting.

5.0 INFORMATION ITEMS

5.4 Overview of Community Development Division FY 07-08 Work Program

Lynn Harris, SCAG staff, gave a PowerPoint presentation of the division's work program, and outlined the role of this Committee in the forthcoming work efforts

happening over the next fiscal year. Ms. Harris emphasized the importance of a regional plan such as Compass Blueprint and current legislation that implements the bond initiatives. She further stated that the bond initiatives create a link between local and regional planning. Ms. Harris emphasized that in order for cities to compete effectively for this money, they must show how their proposed projects will help implement the regional plan in terms of principles and policies.

At the conclusion of her presentation, Ms. Harris introduced her staff members and thanked them for their diligence in the preparation of the FY 07-08 Work Program.

Hon. Edney thanked Ms. Harris for a beneficial presentation and requested that a schedule of forthcoming CEHD projects be included in next month's agenda packet.

Hon. Robertson inquired if there was information available on Subregional Projects for FY 07-08. Ms. Harris stated that she will provide a matrix of the demonstration projects with possible integration of the subregional projects. Ms. Harris stated that at Hon. Robertson's direction, SCAG staff will provide a comprehensive list of all external work in progress.

Hon. Larry McCallon reported that the Leadership Academy was just completed at USC, and out of the twelve graduates, five were from this Committee. Hon. McCallon stated that he thought the program was excellent and encouraged members to take advantage of it in the future. Other members interested were encouraged to contact Barbara Dove, SCAG staff.

5.2 Committee Member Stipends

Hon. Edney provided background for this item. A discussion ensued on the perceived inequities of the existing policy, which provides a lesser stipend for non-RC members. Wayne Moore, SCAG's CFO, stated in response to Committee questions that he believed the financial impact would be minimal if the policy was changed and agreed to provide to the Regional Council a calculation of what the exact impact would be.

Joann Africa, Acting Chief Counsel, stated that she believed this could be heard at the Regional Council meeting today. A **MOTION** was made by Hon. Deborah Robertson to present to the Regional Council today, to make stipends uniform for both RC and non-RC members serving on policy committees and task forces, with a caveat that Mr. Moore will provide the financial impact of changing the policy. The **MOTION** was **SECONDED** by the Hon. Charles White and **UNANIMOUSLY APPROVED**.

5.3 Compass Demonstration Project: Western Riverside Transit Oriented Development (TOD) Concept Plan

Mark Butala, Program Manager, stated that the Compass staff is on its second round of demonstration projects, which this Committee approved approximately eight months ago. He further stated that over 40 demonstration projects are either in progress or completed around the SCAG region. Mr. Butala introduced Karen Gulley, the lead consultant from The Planning Center. Ms. Gulley gave a PowerPoint presentation, which outlined the results from one of the demonstration projects in Riverside County. She presented six different demonstration project areas, which were done in partnership with the Western Riverside COG. Ms. Gulley stated that in many of these areas, developers were already looking for new development and reuse of existing sites. Consequently, they were able to work with these developers and look at designing their projects to become transit oriented.

Hon. Ron Loveridge stated that he strongly supports transit oriented development, and made reference to a negative Los Angeles Times article, which focused primarily on trip generation not on density. Ms. Gulley stated that her firm is preparing a rebuttal to this article. Hon. Loveridge requested that the Los Angeles Times article and The Planning Center's rebuttal be presented for this Committee's review. Hon. Edney suggested that Staff scan the original article and the rebuttal and email them to the Committee members.

Hon. Scott Malsin suggested that when crafting the rebuttal, particular attention should be paid to the different reactions to some of the arguments about transit oriented development and transit villages.

5.1 Regional Comprehensive Plan Vision and Guiding Principles

Jennifer Sarnecki, Senior Regional Planner, provided a status update on the Regional Comprehensive Plan (RCP). Ms. Sarnecki stated that since CEHD is the host committee for the RCP, she wanted to present a synopsis of the guiding principles and vision for the RCP. She stated that she believes the importance of the RCP is that it will assist in capitalizing on state bond opportunities and the implementation of SAFETEA-LU, the new transportation bill. Ms. Sarnecki further stated that the RCP will support a sustainable region, of which the two main themes are energy constraints and climate change. The guiding principles of the RCP are based on SCAG's growth visioning principles, and the key points are improving mobility, fostering liability, enabling prosperity, and promoting sustainability.

Ms. Sarnecki stressed that while the RCP is not mandated, it may affect a city's ability to qualify for housing bond money. For example, SCAG is proposing that bond revenues be allocated to local agencies and projects as part of the Blueprint planning process. She further indicated that cities should follow what is happening with AB 32, the Global Warming Solutions Act, because the Attorney

General is holding cities accountable for their impact on greenhouse gas emissions.

Hon. Edney requested that the Housing and Economy Chapters be brought back to a future meeting for review.

6.0 CHAIR'S REPORT

Hon. Edney suggested adding a summary sheet to the Legislative matrix, which would provide information on the most critical bills.

Hon. Loveridge suggested that rather than just observing the progress of these bills, the Committee should try to be more influential in their outcome. A "red-alert" or email blasts were suggested for soliciting support for critical bills.

Hon. Carl Morehouse suggested that the Committee be cognizant of the League of California Cities and their position on Senate and Assembly bills, so that the Committee is not at cross purposes with the League. Ms. Harris agreed, but also suggested that the League's position not be considered a recommendation or unduly influence this Committee.

7.0 STAFF REPORT

Ms. Harris presented an update on SCAG's consultation role with the State Housing and Community Development Department regarding the implementation of the first round of bond money, which is the \$285M for the transit oriented development projects. She stated that HCD is seeking input from the Regional COGs to develop the criteria by which the competitive process will occur. Ms. Harris stated that in the past, HCD has based their criteria solely on housing element compliance, which resulted in many Southern California cities being ineligible. Ms. Harris pointed out that there are two pieces of legislation, SB 46 and AB 1053, that will impact how the competitive process is used for the infrastructure bond money. She further stated that SCAG's legislative staff is working on adding consistency criteria to the Regional Plan, which would create opportunities for more local governments to become competitive in the allocation of these monies. Ms. Harris stated that she will continue to provide this Committee with updates.

8.0 FUTURE AGENDA ITEMS

No future agenda items were noted or requested.

9.0 ANNOUNCEMENTS

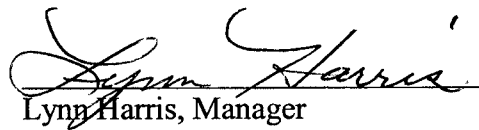
The Hon. Jon Edney presented an update on a recent trip to Washington, D.C. Hon. Edney stated that the purpose of the trip was to provide a platform to discuss the critical environmental issues facing Southern California. Hon. Edney stated that he, Harry

Baldwin, Dennis Washburn, and Mark Pisano met with staff members from Senator Boxer's and Senator Feinstein's offices, and with the Secretary of Transportation, Mary Peters. Hon. Edney stated that the goal of the meeting was to request \$200M to start the environmental work. He further stated that there is approximately \$800M in unallocated funds available through the Department of Transportation. Hon. Edney indicated that Secretary Peters' response was very favorable and SCAG staff has already been contacted by her office requesting that SCAG submit an application to request the funds.

10.0 ADJOURNMENT

Hon. Edney adjourned the meeting at 11:38 AM.

Minutes Approved By:


Lynn Harris, Manager
Community Development

MEMO

DATE: August 30, 2007

TO: Community, Economic and Human Development Committee

FROM: Jeffrey S. Dunn, Government Affairs Analyst, (213) 236-1880, dunn@scag.ca.gov

SUBJECT: 2007 State and Federal Legislation Matrix

BACKGROUND:

The attached legislative bill matrix provides summaries of state and federal legislation relevant to SCAG activities and items of interest. We have included in the beginning of the Matrix those bills that SCAG has taken a position upon. All legislative bills are organized by subject matter in the following categories: SCAG Position Bills, Housing bills, and Housing Bond bills. There is also a bill index for ease of reference.


Bill summaries include known on-record positions for other statewide organizations following these issues such as the League of California Cities, California State Association of Counties, CALCOG, and others. Also included for your information is each bill's position in the legislative process. Any bills included in previous matrices that have failed to move, i.e., 'dead' bills or 'two year' bills (i.e., that have not passed out of its first policy committee before the constitutional deadline), have either been labeled or have been purged from the matrix.

Att.

FISCAL IMPACT:

All work related to this information item is contained within the adopted FY 07/08 budget WBS# 08-810.SCGS1.

Reviewed by:


Division Manager

Reviewed by:


Department Director

Reviewed by:


Chief Financial Officer

2007 State and Federal Legislation Matrix
SCAG Community, Economic & Human Development Committee
August 30, 2007

1. Index of Legislation
2. SCAG Bill Positions, Housing & Housing Bonds Legislation

SCAG Position Bills

<u>BILLID</u>	<u>AUTHOR</u>	<u>TITLE</u>	<u>LAST AMEND DATE</u>
CA AB 169	Levine [D] Position:	Joint Powers Authorities: Indian Tribes SCAG-Sponsor	
CA AB 630	Price [D] Position:	Air Emissions Standards: EPA Waiver SCAG-Sup	05/01/2007
CA AB 1240	Benoit [R] Position:	Riverside County Transportation Commission SCAG-Sup	
CA AB 1457	Huffman [D] Position:	Parks and Recreation: State Parks: Roads SCAG-Opp	
CA SB 61	Runner G [R] Position:	High-Occupancy Toll Lanes and Toll Roads SCAG-Sup	05/01/2007
CA SB 974	Lowenthal [D] Position:	Ports: Congestion Relief: Environmental Mitigation SCAG-Sup/WorkWAut	05/24/2007
CA SCR 16	Negrete McLeod [D] Position:	Gary Moon Memorial Interchange SANBAG-Sponsor, SCAG-Sup	03/26/2007

HOUSING

<u>BILLID</u>	<u>AUTHOR</u>	<u>TITLE</u>	<u>LAST AMEND DATE</u>
CA AB 414	Jones [D]	Local Planning: Residential Development	07/10/2007
CA AB 842	Jones [D] Position:	Regional Plans: Traffic Reduction CALCOG-SupInConc, MTC-OppUnlessAmend	04/23/2007
CA AB 997	Arambula [D] Position:	Infill Capital Outlay Project and Planning Grants CALCOG-SupInConc	
CA AB 1256	Caballero [D] Position:	Density Bonus: Exemption: Local Inclusionary Ordinance LEAGUE-Sponsor	
CA SB 12	Lowenthal [D]	Planning and Zoning: SOCAL Association	01/29/2007

CA SB 303	Ducheny [D] Position:	Local Government: Land Use Planning CALCOG-Opp, League-Opp	06/25/2007
CA SB 934	Lowenthal [D] Position:	Housing and Infrastructure Zones CALCOG-Sup, LEAGUE-Sponsor	05/01/2007

HOUSING BONDS

<u>BILLID</u>	<u>AUTHOR</u>	<u>TITLE</u>	<u>LAST AMEND DATE</u>
CA AB 792	Garcia [R]	Environmentally Sustainable Affordable Housing Program	03/29/2007
CA AB 1017	Ma [D] Position:	Affordable Housing Program CALCOG-SupInConc	04/09/2007
CA AB 1053	Nunez [D]	Regional Planning, Housing and Infill Account	07/17/2007
CA AB 1252	Caballero [D]	Housing-Related Parks Program	07/17/2007
CA SB 46	Perata [D] Position:	Housing and Emergency Shelter Trust Fund Act CALCOG-SupInConc	07/16/2007
CA SB 292	Wiggins [D] Position:	State Bond Funds: Allocation CALCOG-SupInConc	04/30/2007
CA SB 586	Dutton [R]	Affordable Housing Innovation Fund	07/12/2007

SCAG Position Bills

CA AB 169	AUTHOR:	Levine [D]
	TITLE:	Joint Powers Authorities: Indian Tribes
	FISCAL COMMITTEE:	no
	URGENCY CLAUSE:	no
	INTRODUCED:	01/23/2007
	DISPOSITION:	Pending
	LOCATION:	Senate Local Government Committee
	SUMMARY:	Provides that 16 federally recognized Indian tribal governments may participate in the Southern California Association of Governments, a joint powers authority, for specified purposes and subject to specified conditions in the 6 - county region of the Southern California Association of Governments.
	STATUS:	
	05/23/2007	To SENATE Committee on LOCAL GOVERNMENT.
CA AB 630	AUTHOR:	Price [D]
	TITLE:	Air Emissions Standards: EPA Waiver
	INTRODUCED:	02/21/2007
	LAST AMEND:	05/01/2007
	DISPOSITION:	Pending
	LOCATION:	Assembly Appropriations Committee
	SUMMARY:	Requires, if certain requirements are met, the State Air Resources Board to expeditiously adopt a vehicle emissions standard or requirement proposed by the South Coast Air Quality Management District that requires a waiver or authorization under the federal Clean Air Act, and would require the state board, if necessary, to submit the standard or requirement to the United States Environmental Protection Agency for waiver or authorization.
	STATUS:	
	05/31/2007	In ASSEMBLY Committee on APPROPRIATIONS: Heard, remains in Committee.
CA AB 1240	AUTHOR:	Benoit [R]
	TITLE:	Riverside County Transportation Commission
	INTRODUCED:	02/23/2007
	DISPOSITION:	Pending
	LOCATION:	Assembly Transportation Committee
	SUMMARY:	Authorizes the Riverside County Transportation Commission to enter into those design-build contracts for the purpose of constructing commuter rail lines and would designate that commission as a transit operator for those purposes.
	STATUS:	
	05/07/2007	In ASSEMBLY Committee on TRANSPORTATION: Heard, remains in Committee.

CA AB 1457	<p>AUTHOR: Huffman [D] TITLE: Parks and Recreation: State Parks: Roads INTRODUCED: 02/23/2007 DISPOSITION: Pending LOCATION: Assembly Water, Parks and Wildlife Committee SUMMARY: Prohibits a state or local agency from making an improvement or extension to an existing road, that will physically encroach upon, traverse, bisect or impair the recreational value of a state park property. STATUS: 04/24/2007 In ASSEMBLY Committee on WATER, PARKS AND WILDLIFE: Heard, remains in Committee.</p>
CA SB 61	<p>AUTHOR: Runner G [R] TITLE: High-Occupancy Toll Lanes and Toll Roads FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 01/16/2007 LAST AMEND: 05/01/2007 DISPOSITION: Pending LOCATION: Assembly Transportation Committee SUMMARY: Authorizes the Department of Transportation to apply to the State Transportation Commission for the development and operation of a high-occupancy toll land or toll road project sponsored by the department. Deletes the 4-project limitation and the requirement for the Legislature to approve each project by statute. STATUS: 06/07/2007 To ASSEMBLY Committee on TRANSPORTATION.</p>
CA SB 974	<p>AUTHOR: Lowenthal [D] TITLE: Ports: Congestion Relief: Environmental Mitigation FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 02/23/2007 LAST AMEND: 05/24/2007 DISPOSITION: Pending LOCATION: Assembly Appropriations Committee SUMMARY: Requires the Ports of Los Angeles and Long Beach to transmit a portion of the funds derived from imposition of a container cargo user fee to the Southern California Port Congestion Relief Trust Fund. Requires the Port of Oakland to transmit a portion of the funds derived from imposition of the fee to the Northern California Port Congestion Relief Trust Fund and a portion to the Northern California Port Mitigation Relief Trust Fund. Authorizes infrastructure bank financing agreements. STATUS: 07/09/2007 From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS.</p>

CA SCR 16	AUTHOR: Negrete McLeod [D] TITLE: Gary Moon Memorial Interchange FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 02/20/2007 ADOPTED: 07/10/2007 DISPOSITION: Adopted LOCATION: Chaptered CHAPTER: 86 SUMMARY: Designates the future interchange at State Highway Route 210 and Interstate 215, the Gary Moon Memorial Interchange. STATUS: 07/10/2007 Chaptered by Secretary of State. 07/10/2007 Resolution Chapter No. 86
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HOUSING

CA AB 414	AUTHOR: Jones [D] TITLE: Local Planning: Residential Development FISCAL COMMITTEE: no URGENCY CLAUSE: no INTRODUCED: 02/16/2007 LAST AMEND: 07/10/2007 DISPOSITION: Pending FILE: 137 LOCATION: Senate Third Reading File SUMMARY: Limits the manner in which a city, county, or city and county jurisdiction utilizes, in identifying land suitable for residential development to meet the jurisdiction's share of the regional housing need, vacant sites zoned for nonresidential use that allows residential development and for which the applicable zoning and development standards allow substantially all of the site to be developed without residential use. Redefines lower residential density for planning and zoning law purposes. STATUS: 07/10/2007 In SENATE. Read second time and amended. To third reading.
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CA AB 842	<p>AUTHOR: Jones [D]</p> <p>TITLE: Regional Plans: Traffic Reduction</p> <p>FISCAL COMMITTEE: yes</p> <p>URGENCY CLAUSE: no</p> <p>INTRODUCED: 02/22/2007</p> <p>LAST AMEND: 04/23/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Assembly Housing and Community Development Committee</p> <p>SUMMARY:</p> <p>Requires the Transportation Commission to update its guidelines for the preparation of regional transportation plans, including a requirement that each regional transportation plan provide for a 10% reduction in the growth increment of vehicle miles traveled. Requires an unspecified sum of funds to be made available from a specified account to the Department of Housing and Community Development to fund grants to assist agencies of local governing in the planning and production of infill housing.</p> <p>STATUS:</p> <p>04/23/2007 In ASSEMBLY. Read second time and amended. Re-referred to Committee on HOUSING AND COMMUNITY DEVELOPMENT.</p> <p>Position: CALCOG-SupInConc, MTC-OppUnlessAmend</p>
CA AB 997	<p>AUTHOR: Arambula [D]</p> <p>TITLE: Infill Capital Outlay Project and Planning Grants</p> <p>INTRODUCED: 02/22/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Assembly Housing and Community Development Committee</p> <p>SUMMARY:</p> <p>Requires the Department of Housing and Community Development to administer the Regional Planning, Housing, and Infill Incentive Account. Requires specified amounts from the account to be available to fund grants to cities, counties, cities and counties, redevelopment agencies, incorporated mutual water companies, special districts, and nonprofit organizations for capital outlay projects that will serve development on land the meets the definition.</p> <p>STATUS:</p> <p>03/26/2007 To ASSEMBLY Committees on HOUSING AND COMMUNITY DEVELOPMENT and LOCAL GOVERNMENT.</p> <p>Position: CALCOG-SupInConc</p>

CA AB 1256	<p>AUTHOR: Caballero [D]</p> <p>TITLE: Density Bonus: Exemption: Local Inclusionary Ordinance</p> <p>INTRODUCED: 02/23/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Assembly Local Government Committee</p> <p>SUMMARY:</p> <p>Exempts a city, county, or city and county from complying with the density bonus requirement, and the incentive and concession requirement related to low income housing development under the Planning and Zoning Law if the local government has in effect a local inclusionary ordinance, as specified, that meets certain requirements.</p> <p>STATUS:</p> <p>03/15/2007 To ASSEMBLY Committees on LOCAL GOVERNMENT and HOUSING AND COMMUNITY DEVELOPMENT.</p> <p>Position: LEAGUE-Sponsor</p>
CA SB 12	<p>AUTHOR: Lowenthal [D]</p> <p>TITLE: Planning and Zoning: SOCAL Association</p> <p>FISCAL COMMITTEE: no</p> <p>URGENCY CLAUSE: yes</p> <p>INTRODUCED: 12/04/2006</p> <p>ENACTED: 04/10/2007</p> <p>DISPOSITION: Enacted</p> <p>LOCATION: Chaptered</p> <p>CHAPTER: 5</p> <p>SUMMARY:</p> <p>Substantially revises the procedure for the Southern California Association of Governments, or delegate subregion, to develop a final allocation plan for distributing the existing and projected regional housing need to cities and counties within the region or subregion.</p> <p>STATUS:</p> <p>04/10/2007 Signed by GOVERNOR.</p> <p>04/10/2007 Chaptered by Secretary of State. Chapter No. 5</p>

CA SB 303	<p>AUTHOR: Ducheny [D]</p> <p>TITLE: Local Government: Land Use Planning</p> <p>INTRODUCED: 02/16/2007</p> <p>LAST AMEND: 06/25/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Assembly Local Government Committee</p> <p>SUMMARY:</p> <p>Requires each county or city general plan to encompass a specified planning and projection period, except for the housing element. Requires each element, except for housing, conservation, and open-space elements to be updated at least every 10 years. Provides the required housing element updating requirement. Revises the open-space element. Requires the conservation element and the open-space element to be updated concurrently with the housing element. Relates to housing for all income levels.</p> <p>STATUS:</p> <p>07/03/2007 In ASSEMBLY Committee on LOCAL GOVERNMENT: Heard, remains in Committee.</p> <p>Position: CALCOG-Opp, League-Opp</p>
CA SB 934	<p>AUTHOR: Lowenthal [D]</p> <p>TITLE: Housing and Infrastructure Zones</p> <p>INTRODUCED: 02/23/2007</p> <p>LAST AMEND: 05/01/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Senate Appropriations Committee</p> <p>SUMMARY:</p> <p>Establishes a pilot project allowing for the formation of 100 housing and infrastructure zones in the state. Authorizes Economic Development and Infrastructure Development Bank to finance the purchase, construction, expansion, improvement, seismic retrofit, or rehabilitation of real or other tangible property, including interchanges, ramps and bridges, material streets, parking facilities, transit facilities, sewage treatment and water reclamation plants and interceptor pipes.</p> <p>STATUS:</p> <p>05/31/2007 In SENATE Committee on APPROPRIATIONS: Not heard.</p> <p>Position: CALCOG-Sup, LEAGUE-Sponsor</p>

HOUSING BONDS

CA AB 792	AUTHOR:	Garcia [R]
	TITLE:	Environmentally Sustainable Affordable Housing Program
	INTRODUCED:	02/22/2007
	LAST AMEND:	03/29/2007
	DISPOSITION:	Pending
	LOCATION:	Assembly Housing and Community Development Committee
	SUMMARY:	
		Establishes the Environmentally Sustainable Affordable Housing Program consisting of the Construction Liability Insurance Reform Pilot Program, the Green Building, Energy Efficiency and Building Design Program, and the Affordable Housing for Teachers Program. Requires the department to fund these programs.
	STATUS:	
	03/29/2007	To ASSEMBLY Committees on HOUSING AND COMMUNITY DEVELOPMENT and NATURAL RESOURCES.
	03/29/2007	From ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT with author's amendments.
	03/29/2007	In ASSEMBLY. Read second time and amended. Re-referred to Committee on HOUSING AND COMMUNITY DEVELOPMENT.

CA AB 1017	<p>AUTHOR: Ma [D]</p> <p>TITLE: Affordable Housing Program</p> <p>FISCAL COMMITTEE: yes</p> <p>URGENCY CLAUSE: no</p> <p>INTRODUCED: 02/22/2007</p> <p>LAST AMEND: 04/09/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Assembly Housing and Community Development Committee</p> <p>SUMMARY:</p> <p>Establishes the Affordable Housing Revolving Development and Acquisition Program under the administration of the Department of Housing and Community Development for the purpose of funding projects to develop or preserve affordable housing. Requires the department to issue a Notice of Funding Availability to select a private sector entity to manage funding, including reviewing and approving loan applications, originating loans, and servicing loans. Establishes the Affordable Housing Committee.</p> <p>STATUS:</p> <p>04/09/2007 From ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT with author's amendments.</p> <p>04/09/2007 In ASSEMBLY. Read second time and amended. Re-referred to Committee on HOUSING AND COMMUNITY DEVELOPMENT.</p> <p>Position: CALCOG-SupInConc</p>
CA AB 1053	<p>AUTHOR: Nunez [D]</p> <p>TITLE: Regional Planning, Housing and Infill Account</p> <p>FISCAL COMMITTEE: yes</p> <p>URGENCY CLAUSE: no</p> <p>INTRODUCED: 02/23/2007</p> <p>LAST AMEND: 07/17/2007</p> <p>DISPOSITION: Pending</p> <p>COMMITTEE: Senate Appropriations Committee</p> <p>HEARING: 08/20/2007 10:00 am</p> <p>SUMMARY:</p> <p>Requires appropriations from specified accounts for brownfield cleanup that promotes infill housing and other related development, for qualifying infill infrastructure projects, for the Multifamily Housing Program projects, and for the Workforce Housing Reward Program. Requires funding to a city or county, or city and county for housing development whose elements are likely to achieve a reduction of greenhouse gas emissions.</p> <p>STATUS:</p> <p>07/17/2007 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.</p>

CA AB 1252	<p>AUTHOR: Caballero [D]</p> <p>TITLE: Housing-Related Parks Program</p> <p>FISCAL COMMITTEE: yes</p> <p>URGENCY CLAUSE: no</p> <p>INTRODUCED: 02/23/2007</p> <p>LAST AMEND: 07/17/2007</p> <p>DISPOSITION: Pending</p> <p>COMMITTEE: Senate Appropriations Committee</p> <p>HEARING: 08/20/2007 10:00 am</p> <p>SUMMARY:</p> <p>Establishes the Housing-Related Parks Program. Requires the Department of Housing and Community Development to use funds from the Housing Urban-Suburban-and-Rural Parks Account to provide grants for the creation, development, or rehabilitation of community or neighborhood parks to cities, counties and cities and counties that meet certain criteria and issue building permits for housing developments consisting of new constructed units that are affordable to low- or very low income households.</p> <p>STATUS:</p> <p>07/17/2007 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.</p>
CA SB 46	<p>AUTHOR: Perata [D]</p> <p>TITLE: Housing and Emergency Shelter Trust Fund Act</p> <p>FISCAL COMMITTEE: yes</p> <p>URGENCY CLAUSE: no</p> <p>INTRODUCED: 12/22/2006</p> <p>LAST AMEND: 07/16/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Assembly Appropriations Committee</p> <p>SUMMARY:</p> <p>Makes technical, nonsubstantive changes to the Housing and Emergency Shelter Trust Fund Act of 2006 which authorizes bonds to finance various existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. Establishes a competitive grant program for infill housing development and infrastructure needs. Requires the Pollution Control Financing Authority to allocate funds to infill projects. Requires a report.</p> <p>STATUS:</p> <p>07/16/2007 In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.</p> <p>Position: CALCOG-SupInConc</p>

CA SB 292	<p>AUTHOR: Wiggins [D] TITLE: State Bond Funds: Allocation INTRODUCED: 02/15/2007 LAST AMEND: 04/30/2007 DISPOSITION: Pending LOCATION: Senate Appropriations Committee SUMMARY: Requires the Secretaries for Environmental Protection and the Resources Agency to develop a planning grant program for local and regional agencies to develop urban greening plans. Requires the program to comply with the requirements of the Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act. Provides grant priority to local and regional agencies that adopt a plan. Relates to nonprofit organizations applying for grants to help implement an urban greening project. STATUS: 05/31/2007 In SENATE Committee on APPROPRIATIONS: Not heard. Position: CALCOG-SupInConc</p>
CA SB 586	<p>AUTHOR: Dutton [R] TITLE: Affordable Housing Innovation Fund FISCAL COMMITTEE: yes URGENCY CLAUSE: yes INTRODUCED: 02/22/2007 LAST AMEND: 07/12/2007 DISPOSITION: Pending COMMITTEE: Assembly Housing and Community Development Committee HEARING: 08/22/2007 9:00 am SUMMARY: Establishes the Affordable Housing Revolving Development and Acquisition Program. Authorizes applicants to apply for loans to purchase real property for development or preservation of affordable low-income housing. Requires regulations establishing the minimum criteria for a program manager and for a point system for prioritizing requests. Allocates funds for a local housing trust fund matching grant program. Provides preference to specified trust funds. Provides for a employee campus housing program. STATUS: 07/12/2007 From ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT with author's amendments. 07/12/2007 In ASSEMBLY. Read second time and amended. Re-referred to Committee on HOUSING AND COMMUNITY DEVELOPMENT.</p>

MEMO

DATE: August 30, 2007

TO: Community, Economic and Human Development Committee

FROM: Peter Brandenburg, Senior Regional Planner
213-236-1937 brandenburg@scag.ca.gov


SUBJECT: Compass Blueprint Demonstration Projects Matrix

BACKGROUND:


Attached is a matrix listing all current and past Compass Blueprint Demonstration Projects, including partnering jurisdictions/organizations, project description and status, value of consultant services and completion dates. Additional detail on the projects, including final reports and other documents for download, is available at <http://www.compassblueprint.org/tools/existingprojects>.

FISCAL IMPACT: None

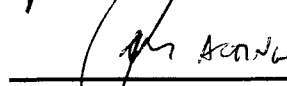
Reviewed by:


Division Manager

Reviewed by:


Department Director

Reviewed by:


Chief Financial Officer

Compass Blueprint Demonstration Projects Summary



City/Agency	Brief Description	Status/Notes	Expected Completion	Value of Contract	Funding Source	Primary Consultant
Phase II Funded	Approved by Regional Council November 2006					
City of Coachella	The City of Coachella, an emerging desert gateway city, is interested in applying sustainable growth strategies and a regional perspective in planning for the city's growth. SCAG is assisting the Coachella Sphere of Influence Sustainability Project with a full range of services including form-based codes, urban design and economic development strategies, public involvement services and visualizations.	Project underway Strategic framework session held 7/10/2007. Consultant developing land use alternatives.	est. 10/31/2007	\$70,200	BP	TPC/Karen
City of El Centro	Project SHAPE is evaluating the present use of downtown El Centro, combining historic preservation with economic development and restoring prosperity and vitality to the district. Compass Blueprint photorealistic visualizations and concept planning project are helping shape a vision for the property and business owners and will provide an incentive for broader community support.	Project underway. 3 day workshop held April 16-18, 2007 Internal staff review of alternative scenarios scheduled 8/15/07.	est. 10/31/2007	\$99,000	CPG	FCA
City of Fillmore	SCAG is performing tipping-point proforma analyses on three development scenarios to help the city plan for a proposed 92 acre business park that will enhance the local jobs-housing balance.	Project underway. First scenario complete, second scenario in progress. Analyzing policy options for jobs-housing balance and development fees.	est. 8/31/2007	\$20,000	CPG	Solimar
City of Lawndale	The City of Lawndale and SCAG are producing the city's first-ever economic development strategy, focusing on the Hawthorne Boulevard commercial corridor.	COMPLETE 6/30/07	N/A	\$35,000	CPG	Solimar
City of Los Angeles CRA Hollywood Chamber of Commerce	The project will ultimately construct a public park atop a "capped" section of the Hollywood Freeway (US 101) between Bronson Ave. and Santa Monica Blvd in the Hollywood area of Los Angeles. SCAG is assisting with a variety of planning services to advance the park concept and consider changes to surrounding land uses.	Underway. Held stakeholder workshop 6/20/07. FCA developing policy recommendations, final visualizations, brochure. Open House will be held late summer/early fall.	est. 9/30/2007	\$80,000	BP	FCA - Scott
City of Los Angeles (City Planning Dept.)	The project is providing detailed analysis of development opportunities at and around the planned station area at La Cienega and Jefferson Boulevards on the under-construction Expo Line. Products will include physical designs and visualizations and a market study and will flow from extensive community and stakeholder involvement.	Underway. Planning charrettes held April 28 and June 9. Final Open House scheduled 8/25/2007	12/22/07 ^x	\$249,894	Subr	EIP Associates

Compass Blueprint Demonstration Projects Summary



City/Agency	Brief Description	Status/Notes	Expected Completion	Value of Contract	Funding Source	Primary Consultant
North Orange County Cities - Brea	The north Orange County cities of Brea, Fullerton, La Habra, Yorba Linda and Placentia will be using a variety of Compass Blueprint planning services to assist in selecting a preferred alignment for transit routes that will most integrate land use and transportation issues and effectively compete for funding under the federal Small Starts criteria.	Subregional OWP project. Planning Center selected as consultant. Notice to Proceed issued 7/2/07	est. 3/31/2008	est. \$18,000	Subr	TPC NOC team
North Orange County Cities - Fullerton	The north Orange County cities of Brea, Fullerton, La Habra, Yorba Linda and Placentia will be using a variety of Compass Blueprint planning services to assist in selecting a preferred alignment for transit routes that will most integrate land use and transportation issues and effectively compete for funding under the federal Small Starts criteria.	Subregional OWP project. Planning Center selected as consultant. Notice to Proceed issued 7/2/07	est. 3/31/2008	est. \$18,000	Subr	TPC NOC team
North Orange County Cities - La Habra	The north Orange County cities of Brea, Fullerton, La Habra, Yorba Linda and Placentia will be using a variety of Compass Blueprint planning services to assist in selecting a preferred alignment for transit routes that will most integrate land use and transportation issues and effectively compete for funding under the federal Small Starts criteria.	Subregional OWP project. Planning Center selected as consultant. Notice to Proceed issued 7/2/07	est. 3/31/2008	est. \$18,000	Subr	TPC NOC team
North Orange County Cities - Yorba Linda	The north Orange County cities of Brea, Fullerton, La Habra, Yorba Linda and Placentia will be using a variety of Compass Blueprint planning services to assist in selecting a preferred alignment for transit routes that will most integrate land use and transportation issues and effectively compete for funding under the federal Small Starts criteria.	Subregional OWP project. Planning Center selected as consultant. Notice to Proceed issued 7/2/07	est. 3/31/2008	est. \$18,000	Subr	TPC NOC team
North Orange County Cities - Placentia	The north Orange County cities of Brea, Fullerton, La Habra, Yorba Linda and Placentia will be using a variety of Compass Blueprint planning services to assist in selecting a preferred alignment for transit routes that will most integrate land use and transportation issues and effectively compete for funding under the federal Small Starts criteria.	Subregional OWP project. Planning Center selected as consultant. Notice to Proceed issued 7/2/07	est. 3/31/2008	est. \$18,000	Subr	TPC NOC team
City of Ontario	Compass Blueprint services are being used to update the New Model Colony plan, in conjunction with the City's General Plan update. Land use scenarios and circulation plans will be created, along with development prototypes that respond to projected population and job growth, as well as market realities and expectations for development. The project includes conceptual plans, visualizations, tipping point analysis, circulation and traffic analysis, parking strategies and stakeholder forums.	Underway. Developers' forums held February 6, April 3 and June 5, 2007.	est. 12/31/2007	x \$79,402	CPG	FCA/Solimar - Glen

Compass Blueprint Demonstration Projects Summary



City/Agency	Brief Description	Status/Notes	Expected Completion	Value of Contract	Funding Source	Primary Consultant
SANBAG - City of Colton	The subregional project will provide Compass Blueprint implementation services to seven cities in San Bernardino County. Projects will examine opportunity sites for TOD and redevelopment.	Subregional OWP project. Underway. Project started January '07.	est. 1/31/2008	est. \$64,250	Subr	Gruen Associates
SANBAG - City of Fontana	The subregional project will provide Compass Blueprint implementation services to seven cities in San Bernardino County. Projects will examine opportunity sites for TOD and redevelopment.	Subregional OWP project. Underway. Project started January '07.	est. 1/31/2008	est. \$64,250	Subr	Gruen Associates
SANBAG - City of Highland	The subregional project will provide Compass Blueprint implementation services to seven cities in San Bernardino County. Projects will examine opportunity sites for TOD and redevelopment.	Subregional OWP project. Underway. Project started January '07.	est. 1/31/2008	est. \$64,250	Subr	Gruen Associates
SANBAG - City of Ontario	The subregional project will provide Compass Blueprint implementation services to seven cities in San Bernardino County. Projects will examine opportunity sites for TOD and redevelopment.	Subregional OWP project. Underway. Project started January '07.	est. 1/31/2008	est. \$64,250	Subr	Gruen Associates
SANBAG - City of Rancho Cucamonga	The subregional project will provide Compass Blueprint implementation services to seven cities in San Bernardino County. Projects will examine opportunity sites for TOD and redevelopment.	Subregional OWP project. Underway. Project started January '07.	est. 1/31/2008	est. \$64,250	Subr	Gruen Associates
SANBAG - City of Rialto	The subregional project will provide Compass Blueprint implementation services to seven cities in San Bernardino County. Projects will examine opportunity sites for TOD and redevelopment.	Subregional OWP project. Underway. Project started January '07.	est. 1/31/2008	est. \$64,250	Subr	Gruen Associates
SANBAG - City of San Bernardino	The subregional project will provide Compass Blueprint implementation services to seven cities in San Bernardino County. Projects will examine opportunity sites for TOD and redevelopment.	Subregional OWP project. Underway. Project started January '07.	est. 1/31/2008	est. \$64,250	Subr	Gruen Associates
SGV - City of Azusa	The project involves the implementation of Azusa's goals for development adjacent to the future Gold Line rail station. In particular, the city is interested in implementing a "park once" parking strategy, exploring alternatives for converting two downtown one-way streets to two-way traffic and marketing the "village" area to developers for T.O.D.	Subregional OWP project. Contract will also identify 2-4 additional project cities in SGV. Currently scoping.	est. 3/1/2008	x est \$50,000	Subr	TPC SGV team
SGV - City of El Monte	The City of El Monte will be receiving economic development strategy and visualization services as part of their efforts to update the city's general plan, prepare a specific plan for the El Monte Transit village and develop a city-wide economic development strategy.	Subregional OWP project. Contract will also identify 2-4 additional project cities in SGV. Work began 6/1/2007	est. 12/31/2007	x est \$24,750	Subr	TPC SGV team
SGV - City of San Gabriel	The City of San Gabriel recently completed a Specific Plan for the area along Valley Boulevard. Compass Blueprint services will provide the next steps with photorealistic visualizations for the intersection of Valley Boulevard and Del Mar Avenue and tipping point analysis at las Tunas Drive and Mission Drive.	Subregional OWP project. Contract will also identify 2-4 additional project cities in SGV. Work began 6/1/2007	est. 2/1/2008	x est \$25,000	Subr	TPC SGV team

Compass Blueprint Demonstration Projects Summary



City/Agency	Brief Description	Status/Notes	Expected Completion	Value of Contract	Funding Source	Primary Consultant
SGV - Arrow Highway Corridor	This multi-jurisdictional project will involve the cities of Baldwin Park, Covina, Azusa, Irwindale and Glendora as well as Los Angeles County, to plan for specific sites along the Arrow Highway in the San Gabriel Valley and for the corridor as a whole. The project also offers the opportunity to develop a framework that may be applied to other corridors within the subregion. Products may include visual graphics of streetscape design, development prototypes, recommendations for transportation improvements, and models for multi-jurisdictional planning.	Subregional OWP project. Contract will also identify 2-4 additional project cities in SGV. Scoping with local partners.	est. 3/1/2008	x est \$40,000	Subr	TPC SGV team
Ventura Council of Governments & Ventura County Civic Alliance	The Demonstration Project will cover phase 1 of the county-wide "Compact for a Sustainable Ventura County." Tasks will include data collection, updating the 2002 Ventura County Vacant Land Study, identifying goals and policy options and developing and analyzing a set of alternative growth scenarios for Ventura County's future.	Underway. County-wide visioning workshop held June 7, 2007. FCA synthesizing workshop results to develop 3-4 alternative growth scenarios. Final Open House will be schedule for fall 07.	est. 12/31/2007	\$150,000	BP	FCA/Solimar - Glen

Compass Blueprint Demonstration Projects Summary



City/Agency	Brief Description	Status/Notes	Expected Completion	Value of Contract	Funding Source	Primary Consultant
Phase II Wait-list	Approved by Regional Council November 2006 pending additional funding or SCAG membership					
Los Angeles County Metropolitan Transportation Authority	Compass Blueprint urban design, public involvement and visualization services will enhance existing public transit resources and land uses by reconfiguring streets, improving pedestrian mobility and providing amenities around the intersection of Sunset and Santa Monica Boulevards in Los Angeles.	wait-listed. Need additional funds	N/A	est \$60,000		N/A
City of Long Beach	The City of Long Beach is completing an update of the city's General Plan. Compass Blueprint services will supplement this effort by providing web-based educational visual materials and tipping point analyses to facilitate transit-oriented development.	wait-listed. Need additional funds	N/A	est \$107,000		N/A
City of Ventura	The City of Ventura and SCAG will perform a feasibility study to examine existing conditions and determine whether decking a below-grade section of the 101 freeway is physically possible, identify a range of alternatives, locate a multi-modal transit center, assess other potential uses and outline a process for moving forward on creating a new mixed-use waterfront addition to Ventura's downtown.	wait-listed. Need additional funds	N/A	est \$250,000		N/A
City of Santa Ana	The City of Santa Ana is proposing a overlay zone for 200 acres currently occupied by commercial/office uses. SCAG visualization services will allow planners and stakeholders to conceptualize mixed-use residential and commercial additions to this area near the 5 and 55 freeways and the future Transit Village.	Not a SCAG Member. SCAG Gov't Affairs staff initiated dialogue with city staff in November 2006 and will continue with new incoming City Council members. RC approval contingent on SCAG membership and additional funds.	N/A	est \$25,000		N/A

Compass Blueprint Demonstration Projects Summary



City/Agency	Brief Description	Status/Notes	Expected Completion	Value of Contract	Funding Source	Primary Consultant
Phase 1 Complete						
City of Compton	Compass Blueprint facilitated a visioning process for the City that engaged residents, community leaders and other stakeholders to outline priorities for the City's future. The vision will be incorporated into the City's updated General Plan and into small-area plans for the Brickyard, Compton Station and Artesia Station areas.	6/21/2007 COMPLETE		\$93,000	CPG	FCA - Leila
City of Montclair	This project analyzed future parking demand and parking structure implementation strategies within the Fremont Corridor Area of the North Montclair Specific Plan. Land uses planned for the project area were reviewed, as well as demand for on- and off- street public parking. An alternative development scenario was also analyzed along with financing methods for constructing parking structures. Compass Blueprint also prepared visualizations of key locations within the North Montclair Specific Plan area.	2/21/2007 COMPLETE		\$47,200	CPG	TPC - Karen
City of Rolling Hills Estates	The project tested the application, feasibility and appropriateness of the City of Rolling Hills Estates' proposed Peninsula Village Overlay Zone, intended to "create a mixed-use center combining high density residences, office/service developments, and retail uses in an attractive and functional pedestrian-oriented environment."	3/12/2007 COMPLETE		\$38,000	CPG	FCA - Dana/John
County & City of Los Angeles	The Exposition Line presents opportunities for increased connectivity between different parts of the city; economic development through new jobs and businesses; compact, walkable transit-oriented development; and an increase in mixed-use development and higher residential densities. The project explored the potential for these changes and provides the City with recommendations for encouraging change that will enhance station-area communities and be market-feasible.	3/12/2007 COMPLETE		\$100,000	CPG	FCA - John/Glen
City of Lancaster	The project provided the City with updated economic and demographic information to illuminate current trends and portend the future direction of the City. The study includes information on housing, population, demographic and household characteristics, employment, taxable sales, income, student enrollment, and crime. The study provides a competitiveness index and SWOT analysis.	3/1/2007 COMPLETE		\$31,000	CPG	Mark Schniepp

Compass Blueprint Demonstration Projects Summary



City/Agency	Brief Description	Status/Notes	Expected Completion	Value of Contract	Funding Source	Primary Consultant
City of San Bernardino	The project analyzed a range of development opportunities for the station area. The E Street Station is an important regional transportation link and its opening will be a step toward a mixed-use downtown core that will generate downtown activity. The project included opportunities and constraints analysis, contextual urban design strategies circulation analysis, evaluation of joint development opportunities, a design vision and bus service recommendations.	2/21 COMPLETE		\$50,000	CPG	TPC - Karen
WRCOG-Corona	The North Main Corona Metrolink Station is located just over a half-mile north of Corona's Downtown District. The Demonstration Project is intended to guide the transition from a stand-alone train station and parking garage to a vibrant transit village. It included opportunities and constraints analysis, contextual urban design strategies circulation analysis, evaluation of joint development opportunities, a design vision and bus service recommendations.	2/21/2007 COMPLETE		\$26,600	CPG	TPC - Karen
WRCOG-Hemet	The project created a vision and design concept for transforming the North Hemet station into a transit village. The concept includes Metrolink and bus service, high-density and live-work housing, neighborhood retail, parks, structured parking, a farmers' market and a railroad museum.	4/16/2007 COMPLETE		\$30,000	CPG	TPC - Karen
WRCOG-March/Moreno Valley	The project created a design concept and visualizations for the Moreno Valley/March Field Metrolink station that will be created at the former March Air Force base. The concept includes Metrolink and bus service, retail and office uses, open space and commuter parking.	4/16/2007 COMPLETE		\$10,500	CPG	TPC - Karen
WRCOG-Perris	The Perris Station will be located at the Old Perris Depot, about a quarter-mile from the Perris Civic Center in downtown Perris, within the City's Downtown Specific Plan area. The station will also include a new RTA bus transfer site for commuter, intercity, and local shuttle bus service. The Perris Station is an important regional transportation link and its opening will be a step toward a mixed-use downtown core. The project included opportunities and constraints analysis, contextual urban design strategies circulation analysis, evaluation of joint development opportunities, a design vision and bus service recommendations.	2/21/2007 COMPLETE		\$39,600	CPG	TPC - Karen

Compass Blueprint Demonstration Projects Summary



City/Agency	Brief Description	Status/Notes	Expected Completion	Value of Contract	Funding Source	Primary Consultant
WRCOG-Riverside	This project will help facilitate the development of a Transit Village at the Downtown Riverside Metrolink Station. The Compass Blueprint team conducted a community workshop to gather neighborhood input, conducted land use opportunities and constraints analysis, conducted a full-day design charrette, created contextual urban design strategies and conducted an open house with the community to informally discuss the proposed ideas.	2/21/2007 COMPLETE		\$32,600	CPG	TPC - Karen
WRCOG-Temecula	The project will facilitate the development of a future bus transit station in Temecula, providing conceptual design for development of surrounding uses including the Murrieta Creek Recreation Basin and potential transit-oriented uses to the north. The project also includes circulation analysis focusing on future transit projects and land uses and pedestrian needs.	4/16/2007 COMPLETE		\$17,000	CPG	TPC - Karen

Compass Blueprint Demonstration Projects Summary



City/Agency	Brief Description	Status/Notes	Expected Completion	Value of Contract	Funding Source	Primary Consultant
Complete & past years' projects						
MTA - Covina	Compass Blueprint provided the MTA with Tipping Point/ROI analysis and visualizations for potential redevelopment sites in Covina.	complete	6/26/05	\$10,000		FCA
MTA - Wilshire	Compass Blueprint provided the MTA with Tipping Point/ROI analysis and visualizations for potential redevelopment sites on the Wilshire Corridor in Los Angeles.	complete	6/26/05	\$10,000		FCA
MTA - Hawthorne	Compass Blueprint provided the MTA with Tipping Point/ROI analysis and visualizations for potential redevelopment sites in Hawthorne.	complete	6/26/05	\$10,000		FCA
City of Temecula	SCAG staff provided photo-morph visualizations of Front Street in Temecula's Old Town as part of the City's study of building heights and potential redevelopment.	complete	8/1/06	\$10,000		SCAG Staff
Inland Empire/ULI	Compass Blueprint facilitated a Visioning Workshop to discuss growth issues and engage ULI members and professionals to help plan for the Inland Empire's future.	complete	6/26/05	\$10,000		FCA
Lake Elsinore	Compass Blueprint facilitated a Visioning Workshop to discuss growth issues and engage stakeholders in the "chip game" as part of Lake Elsinore's General Plan update process.	complete	6/26/05	\$10,000		SCAG Staff
Ontario (phase 1)	In Phase 1 of the Ontario Demonstration Project, Compass Blueprint facilitated a design charrette and prepared a conceptual land use plan and visualizations for the New Model Colony development in the Chino Basin.	complete	6/27/05	\$40,000		FCA
South Pasadena	The project provided an infill analysis of the Mission Street Gold Line Station area and Caltrans properties in South Pasadena. The report details the current conditions and future forecasts for the study area and includes Tipping Point/ROI analysis, visualizations and site planning.	complete	6/27/05	\$25,000		FCA
Upland	The Downtown Upland Infill Study provided Tipping Point/ROI analysis, visualizations, site planning and parking analysis focused on two city-owned downtown parking lots, in close proximity to established civic uses and the Metrolink station.	complete	6/27/05	\$25,000		FCA

MEMO

DATE: August 30, 2007

TO: Community, Economic and Human Development Committee

FROM: Peter Brandenburg, Senior Regional Planner
213-236-1937 brandenburg@scag.ca.gov

SUBJECT: Los Angeles Times Articles on Transit Oriented Development (TOD)

BACKGROUND:

At the July 12, 2007 meeting of CEHD, Karen Gulley of The Planning Center, a consultant for SCAG working on Compass Blueprint projects, presented results of the Compass Blueprint Demonstration Projects planning for transit oriented development in Western Riverside County. Following the presentation, the Committee discussed a June 30, 2007 Los Angeles Times article that criticized the performance of transit-oriented developments in reducing auto trips and alleviating traffic congestion. Ms. Gulley stated that The Planning Center planned to submit a rebuttal to the article. While preparing to write the rebuttal, The Planning Center was contacted by the Times and solicited for input on a follow-up series of articles dealing with urban development, density and growth. Randall Jackson, President of The Planning Center, provided comments for this series and the first article appeared in the Sunday Times July 29, 2007.

Text of the following Los Angeles Times articles is attached here:


- June 30, 2007 "Near the rails but still on the road:" Original article critiquing performance of Los Angeles-area TODs.
- July 4, 2007 "Looking down the road on growth:" Three letters to the editor responding to the June 30 article.
- July 11, 2007 "Smart growth? Wise up:" Times editorial urging continued faith in TOD despite the June 30 article.
- July 29, 2007 "Urbanist explosion:" Features The Planning Center's Randall Jackson commenting on the emerging market for dense, urban housing options.
- August 6, 2007 "Southern California is becoming a tight fit:" Article noting the increasing share of multi-family housing construction in the region, with comments by SCAG Executive Director Mark Pisano.

FISCAL IMPACT: None.

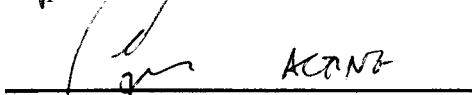
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Department Director

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Chief Financial Officer

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<http://www.latimes.com/news/local/la-me-transit30jun30,1,3726430.story?page=3&cset=true&ctrack=1>
From the Los Angeles Times

Near the rails but still on the road

Research casts doubt on the region's strategy of pushing transit-oriented residential projects to get people out of cars.

By Sharon Bernstein and Francisco Vara-Orta
Times Staff Writers

June 30, 2007

TV cameras in tow and champagne at the ready, a dozen of the county's most powerful civic leaders — including the mayor of Los Angeles, L.A. City Council members and county supervisors — touted the latest and glitziest new development in Hollywood: the planned W Hotel and apartments at the storied corner of Hollywood and Vine.

This project, they pledged at the groundbreaking earlier this year, would restore a sagging neighborhood while also minimizing traffic — an important promise in increasingly gridlocked Hollywood.

"People could live here and never use their cars," declared MTA Chief Executive Roger Snoble at the February event.

It's a vision expressed frequently by local government officials, who see building large mixed-use developments next to mass transit lines as a key solution for not just the region's traffic congestion but also its spread-out geography and reputation for being unfriendly to pedestrians.

In Los Angeles alone, billions of public and private dollars have been lavished on transit-oriented projects such as Hollywood & Vine, with more than 20,000 residential units approved within a quarter mile of transit stations between 2001 and 2005.

But there is little research to back up the rosy predictions. Among the few academic studies of the subject, one that looked at buildings in the Los Angeles area showed that transit-based development successfully weaned relatively few residents from their cars. It also found that, over time, no more people in the buildings studied were taking transit 10 years after a project opened than when it was first built.

Los Angeles, with its huge geographic footprint and its limited public transportation system, can't offer residents of these developments the kinds of sophisticated transit networks available in cities like Washington, D.C. — or even smaller ones like Portland — where transit-oriented projects are believed by many to be working.

The Times decided to examine driving habits at four apartment and condominium complexes that have already been built at or near transit stations in South Pasadena, North Hollywood, Pasadena and Hollywood.

Reporters spent two months interviewing residents, counting cars going out of and into the buildings and counting pedestrians walking from the projects to the nearby train stations.

The reporting showed that only a small fraction of residents shunned their cars during morning rush hour. Most people said that even though they lived close to transit stations, the trains weren't convenient enough, taking too long to arrive at destinations and lacking stops near their workplaces. Many complained that they didn't feel comfortable riding the MTA's crowded, often slow-moving buses from transit terminals to their jobs.

Moreover, the attraction of shops and cafes that are often built into developments at transit stations can actually draw more cars to neighborhoods, putting an additional traffic burden on areas that had been promised relief.

Harry Cosmatos, a Kaiser Permanente radiation oncologist, is exactly the type of educated, upscale commuter that planners and transportation experts want to draw via transit-oriented developments.

In 2005, he purchased a townhouse in a project built partly atop the Mission Meridian Gold Line station in South Pasadena.

He works at Kaiser Sunset, which is at a Red Line stop in Hollywood.

He loves his new home, with its craftsman touches and picturesque South Pasadena setting, in arguably the best-designed transit-oriented development in the region.

Cosmatos also likes the Gold Line — it reminds him of the village train near where he went to medical school on Long Island.

But the 36-year-old physician nevertheless drives to work.

The train?

"It's not for me," he said. "Maybe for other people, but not for me."

It takes two trains and at least 45 minutes to get to work on the Gold and Red lines, Cosmatos said.

Driving is 15 minutes faster, he said, and more convenient.

The problem — reluctantly recognized by some of transit-based development's most influential boosters — is that public transportation in Southern California is simply not convenient enough: Either it takes too long to get places or, more important, doesn't take people where they want to go.

The region's transit system is limited, experts say, because it was built on two assumptions that have since proved untrue: that most traffic was generated by commuting trips and that most people worked downtown.

Nowadays, people nationwide are driving so much to take their children to school, run errands and engage in other activities that these trips far outstrip commuting, according to federal transportation statistics.

To make matters worse, almost all of the transit-oriented construction that has so far been approved

in the L.A. area is for housing rather than job centers or the village-style shopping areas that planners had originally envisioned.

Barring significant changes, this could mean that tens of thousands of residents will be clustered near train stations they only occasionally use. For most shopping, schools and jobs, they'll still get in their cars.

Film student Isaiah Eller is a good example of the quandary.

The 21-year-old left two cars behind in Michigan, figuring he wouldn't need them when he moved to the Mark apartment building in Hollywood last year.

Just two blocks away from the Hollywood and Vine Red Line station in a neighborhood with plenty of restaurants and shops, Eller considered the vintage building of 101 units a perfect place to live without a car.

But after just a few months, he says he's so frustrated trying to get around Los Angeles on public transportation that he's thinking of bringing both vehicles out from the Midwest.

Using the system here took too long, didn't go where he needed and was unpleasant, he said.

"I've only ridden the bus three times, and that was enough," Eller said.

He's not alone. Although several residents of his building said they had given up their cars, about 30 of the 54 cars in the garage pulled out during morning rush hour.

But such realities haven't stopped or even slowed the wave of projects planned or under construction.

Huge developments in the pipeline include the L.A. Live and Grand Avenue projects downtown and hundreds of units around Metro stations in Hollywood, North Hollywood and the Mid-Wilshire areas.

Countywide, massive apartment and condominium complexes have been developed in Pasadena, South Pasadena, Long Beach and elsewhere.

Backers — who include planners, elected officials and builders — say such development is the best way to avoid a traffic meltdown as 6.3 million anticipated new residents crowd Los Angeles, Orange, Riverside, San Bernardino and Ventura counties over the next 30 years.

Moreover, the developments are appealing to young people and empty nesters because they have a neighborhood feel that traditional sprawling subdivisions often lack, said Gail Goldberg, planning director for the city of Los Angeles.

"You're seeing in California a whole trend toward moving into more urban settings," she said. "People like to walk around and go to a coffee shop, go to the movies. That is a very desirable way to live."

But does that mean people will stop using their cars?

Two related studies, both conducted by UC Berkeley and Cal Poly Pomona, show that people who live near transit tend to use it more than people who don't. But the number is still minuscule compared with the number who drive.

Residents were more likely to use transit only if it took less time than driving, if they could walk to their destinations from the transit stop when they arrived, if they had flexible work hours and if they had limited access to a car.

Otherwise, researchers said, most people tend to drive — particularly if they get free parking at their workplaces.

At the Pacific Court and Bellamar apartments in Long Beach, researchers found, just 6.3% of residents said they used the Metro Blue Line to go to work in 2003. More than 78% of the residents of the transit-based projects said they never used the line.

"The dilemma we have is the destinations," said Robert Cervero, a UC Berkeley urban planning professor who is coauthor of the two studies of transit-oriented developments.

Even though more people are living near transit stations, he said, in Southern California work and school sites are not necessarily near train and bus stops.

That's different from the older East Coast cities, where the urban grid is closely connected to the local transit system.

"That to me is the big difference as to why transit-oriented housing works a lot better in other parts of the world," Cervero said.

In other words, he and others said, in Southern California, the new, denser transit-based housing projects could actually lead to more congestion rather than less.

Take the development where Cosmatos, the cancer doctor, lives.

Before the 67-unit project was built, the land on which it stands held two bungalows, according to South Pasadena officials. If each household had two cars, that would mean a maximum of four cars going in and out each day.

But on the four days The Times counted cars entering and leaving the complex, the picture was quite different. From 6 to 9 a.m. on four weekdays earlier this year, 50 to 60 cars left the residents' parking lot. An additional 75 pulled into the streets around the development on each of the mornings so their drivers could patronize the coffee shop that is built into the project. Still more vehicles — about 50 by 9 a.m. — pulled into a parking lot at the development for people who drive there to use the nearby Gold Line station.

There is another issue facing transit-oriented development: Regional statistics gathered by the Southern California Assn. of Governments show that job centers are moving away from transit lines rather than toward them.

That's exactly what happened for construction industry worker Eric Johnson, who moved to South Pasadena's Mission Meridian project with the intention of taking the Gold Line to his job downtown.

But a few months ago, his company moved to Sun Valley — far from a transit line. So now Johnson drives.

The Times found similar results at the other locations surveyed.

At Academy Village in North Hollywood, which sits about a third of a mile from the North Hollywood transit station, about 120 cars left the building each morning, while fewer than half a dozen residents set off on foot.

In Pasadena, a 350-unit building sits directly over the Del Mar Gold Line station; it was two-thirds leased when The Times did its survey. Of 225 people who got off the train on a recent evening, just one, Cheanell Henderson, headed toward the apartment complex.

She loves the convenience of taking the Gold Line. But she's not so sure about her fellow tenants. "I save a lot of money on car expenses," Henderson said. "But I haven't met any neighbors on the train yet."

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From the Los Angeles Times

Looking down the road on growth

July 4, 2007

Re "Near the rails but on the road," June 30

This article failed to emphasize the projected 6.3 million more people expected to be living in the five-county area of Southern California in the next 30 years. Thus, growth is inevitable. The policy emphasis should be to place growth — both residential and employment — near public transit opportunities.

What should be clear, however, is that with millions more people living in Southern California, traffic congestion in the region will most assuredly be worse for many.

As individuals, however, we can make a choice to live near transit portals or close to where we work. This is why the thousands of dwelling units being built and planned at transit centers and downtown are a wise decision.

The alternative is to build suburban developments exclusively. This option has gotten us to where we are now — automobile-dependent with a ruinous quality of life.

JOEL B. MILLER

West Los Angeles

The writer is city planner and vice president of Psomas, a Los Angeles-based civil engineering and planning firm.

•

I wish planners would stop claiming that transit-oriented development will reduce traffic. It never has and never will. In desirable urban areas, traffic goes down only when the costs of gasoline, parking, tolls, etc. go up.

Road traffic will continue to increase everywhere that congestion hasn't already ground it to a near halt. We will need another way to get around town. How many people initially use each new section of a comprehensive rail system that will take decades to build is immaterial.

Transit-oriented is "the best way to avoid a traffic meltdown" because someday soon, for many people, driving is no longer going to be a viable option.

TODD BINKLEY

Ventura

•

If our rails do not serve enough job centers, let's complete the centerpiece project we were promised by Proposition A in 1980 [a voter-approved countywide rail transit system financed by a half-cent increase in the sales tax in L.A. County]: the Wilshire subway.

ROGER CHRISTENSEN

Sherman Oaks

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<http://www.latimes.com/news/opinion/editorials/la-ed-smartgrowth11jul11,1,2345904.story>

From the Los Angeles Times

EDITORIAL

Smart growth? Wise up

Though the concept hasn't delivered on its promise of getting us out of our cars, that doesn't mean it's a failure.

July 11, 2007

SMART GROWTH, we want so badly to believe in you. You were centrally planned by the greatest minds of our time, conceived in an atmosphere of collective purpose and self-criticism, built to the greenest specifications and fired by a bold vision: victory over the individual will and the creation of a new citizenry for a new century.

If only you would work.

A recent Times look at how four "smart-growth" or "transit-oriented" developments (TODs) have transformed local traffic patterns raised the dismaying possibility that they may be doing the opposite of what advocates promised. New Urbanist planners have long hoped that building high-density, mixed-use, multiple-unit developments on or near public transit lines would encourage Angelenos to leave their cars and start taking buses and trains. Instead, the properties that Times reporters studied have substantially increased vehicular traffic.

Evidence for TODs' ability to reduce congestion has been failing to pile up for quite some time. According to Federal Highway Administration statistics, between 1990 and 2000, during which time the Metropolitan Transportation Authority introduced the Blue, Green and Red lines, the percentage of L.A. residents taking mass transit — bus and rail combined — increased from a paltry 4.5% to a measly 4.6%. Since then, statistics haven't been much more encouraging. The best evidence is that TODs may produce some marginal percentage increases in transit ridership — and these percentage increases are swamped by the large numbers of new residents and shoppers attracted by high-density, mixed-use developments.

A growing region needs housing, and this alone may be justification for the billions of public and private dollars that are being spent on new multi-unit developments. But the magical thinking that has informed so much of this development — the belief that, in the words of one New Urbanist manifesto, "transit, pedestrian and bicycle systems should maximize access and mobility throughout the region while reducing dependence upon the automobile" — has failed, at least so far, to prove itself on the ground.

Still, if the TODs that are radically transforming Hollywood, downtown and other neighborhoods have not compelled people to change their behavior, they do have the potential to attract the kind of residents who seek a traditional walking-around urban experience. Reducing the rate of

congestion growth will require a vast array of policy solutions and options for residents, and smart growth may be part of that.

We still want to believe.

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From the Los Angeles Times

Urbanist explosion

Realtors are paying attention to a growing group of buyers who want hip, higher-density living in pleasant surroundings -- like Hollywood, not downtown.

By Diane Wedner

Los Angeles Times Staff Writer

July 29, 2007

Living in suburbia is as appealing to Katherine Winston as a prime-rib dinner is to a vegetarian.

"There will always be people with suburban tastes," said the 30-year-old television-marketing manager. "I definitely am not one of them."

That's why she and her Realtor husband, Darren Winston, 30, are moving into Kor Group's Sunset Silver Lake loft-style condominiums in Los Angeles, one of several new residential projects in Southern California geared to what marketers are calling "nouveau" buyers -- those roughly between the ages of 25 and 45 who want an urban environment but don't necessarily dig downtown.

This shared desire to be urbanists while avoiding the urban hub has been recognized by the building industry, which is jumping onboard with condo conversions, lofts and apartments in areas once considered residentially undesirable. In the vicinity of Hollywood and Vine alone, 2,500 upscale condos and apartments will soon be available.

"Urbanists can walk or take a bike to restaurants, pick up their newspaper downstairs, but don't have to deal with the inconveniences of downtown blight," said Randy Jackson, president of the Planning Center, a private urban-design firm in Costa Mesa.

For this emerging niche market of buyers, decisions about where they live far outweigh what they're living in.

"There's been a sea change in preference, from product to place," said Shyam Kannan, director of research and development for RCLCO, a nationwide real estate consulting firm. "Place is much more important."

In Southern California, those "places" filling the bill include Silver Lake, Hollywood, Marina del Rey, Fullerton and Pasadena -- towns boasting hip, higher-density living in pleasant surroundings.

These buyers -- mostly Generation Xers (ages 27 to 42) as well as adventurous boomers (43 to

61) and some from Generation Y (26 and younger) -- want neighborhoods with ethnic diversity; flexible indoor space; communal outdoor living areas; ground-floor retail; nearby bars, clubs, restaurants and culture; and a place to grab coffee on a Sunday morning that's just a few steps away.

"These are educated, sophisticated buyers who want to connect with neighbors," said Lupe Sanchez, marketing manager for John Laing Homes Urban, which broke ground in March 2006 on Ma- drone, a 180-unit development of studios, flats and penthouses ranging in size from 700 to 2,300 square feet just south of the Hollywood Boulevard and La Brea Avenue junction. "They care about the lifestyle, not which counter tops and flooring they're getting."

It's a movement that appears to be gaining momentum. According to a 2006 analysis of housing-preference estimates by Arthur C. Nelson, director of urban affairs and planning at Virginia Tech, 38% of today's consumers prefer attached housing, compared with 25.4% historically. And although 54.2% of today's occupied homes are single-family detached structures on large lots, the percentage of consumers who actually want that is as low as 25%.

"Across demographics, people of all ages living in large homes in spread-out neighborhoods said they don't like it," RCLCO's Kannan said of the analysis of thousands of respondents. "People are seeking others to socialize with."

Although plugged in by computers and cellphones, Katherine Winston says that her peer group wants to be part of a social network and "not just the 500 friends on MySpace. We want to actually live close to our friends."

The Winstons recently bought a 1,324-square-foot, two-bedroom loft for \$650,000 in Silver Lake. The new development is made up of 43 single-, two- and three-level units in four buildings connected by landscaped courtyards and featuring patios and balconies. Two of Katherine's work colleagues live in Silver Lake, so she can carpool to work, a bonus.

A stone's throw from Sunset Junction -- the area where Sunset and Griffith Park boulevards come together -- the Winstons will have access to the weekly farmers markets, annual street fair and the nearby Casbah Café, where they can dine alfresco and mingle with neighbors.

"We've always been adamant about living in or very near the city," Winston said.

If Silver Lake is high on the coolness curve, then Hollywood and Vine is off the charts. Clubs, restaurants, theater and history converge there, attracting condo buyers to the converted Equitable office building.

The fabled corner also is where the Kor Group has turned the landmark Broadway department store, built in 1927, into Broadway Hollywood, a 96-unit loft complex set to open early next month. Most of the lofts are 1,300 to 1,400 square feet, with expansive windows that take in views of the Capitol Records building, the Hollywood Hills, the Pantages Theater and the Westside. Katsuya restaurant and a Pinkberry will occupy part of the ground floor. The building will have a doorman and valet parking. All but five of the units have been sold.

The Broadway Hollywood lofts feature stainless-steel kitchen appliances, 1930s-style penny tile in the bathroom, red-oak floors with walnut stain and walk-in closets. Prices range from

\$500,000 for the smallest lofts to just under \$3 million for a 2,200-square-foot penthouse. The roof, open to all residents, has cabanas, an outdoor fireplace, pool, Jacuzzi, a fitness room and big views.

Sanju Surtani, 35, an agent for a real estate marketing and sales company, recently kicked her single lifestyle up a notch by leaving the small rental house she shared near the Grove shopping center and buying her own 1,263-square-foot Broadway Hollywood loft, which listed at \$820,000.

"My friends and I find this lifestyle easier," Surtani said. "We work a lot, and in our time off it feels like we're in a hotel. We have a real connection to the city."

For those who find that part of town too noisy and crowded, Element in Marina del Rey has urban amenities but comes with ocean breezes too. Developed to appeal to the sensibilities of the "creative class"-- architects, designers, writers, artists, actors -- this John Laing Homes development of 50 lofts (and 77 condos at its neighboring project, Indigo) is for "people who love the loft look but don't want downtown L.A.," said Kathy Kerr, director of sales for Laing's Los Angeles/Ventura division. Construction will be completed early next year.

About 64% of Element buyers are single, and 70% are under age 40. The five-story concrete buildings are short on personal storage space but give owners options for creating flexible interior spaces. Buyers can walk to Abbot Kinney Boulevard in Venice and are minutes by car from LAX.

Leo Ulrich, 40, a marketer for a dinnerware company, currently lives in a Hancock Park house and said he can't wait to get into his 1,150-square-foot Element loft, which he purchased for \$500,000; the remaining 10 or so available units now go for about \$600,000. Indigo condos originally listed for the high \$400,000s.

"I gave up on every other place I was looking at," said Ulrich, who travels often. "It's the exact location, price and eclectic group I like."

Much to the surprise of designers, nouveau buyers are not impressed by the bells and whistles that typify high-end, new-home features, such as remote controls for turning on ovens.

More important to these buyers is the flexibility of space they get in lofts and high-ceilinged condos.

Above all, nouveau buyers just want a neighborhood vibe.

"In the 1950s, the American Dream was 'Leave it to Beaver,' " consultant Kannan said. "Today it's 'Friends,' 'Seinfeld' and 'Grey's Anatomy.' We like to be around people."

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From the Los Angeles Times

Southern California is becoming a tight fit

As more apartments and condos are built, traffic won't be the region's only kind of jam.

By Sharon Bernstein
Times Staff Writer

August 6, 2007

When Bing Crosby crooned that he would settle down and "make the San Fernando Valley my home," he wasn't singing about apartments.

The Southern California dream back then — exemplified by the World War II-era tracts popping up in the Valley and other places — was of an affordable single-family home, a little house on a patch of green where kids could play out back.

But today, construction of condos and apartments is rapidly overtaking that of single-family residences, even in suburbs known for spread-out living.

It's part of a broader shift to urbanized living in Southern California, a change that brings with it significantly higher density and concerns about overcrowding and traffic.

Consider the Valley: In the 1940s, developers there and throughout the region were putting up houses wherever they could, plowing under vegetable fields and planting that dream along streets and cul-de-sacs.

But over the last six years, Los Angeles has approved more than 14,000 condos and apartments for construction in the San Fernando Valley, according to city records, nearly three times the number of single-family residences.

It's a trend that is mirrored throughout the region, and it is expected to intensify as Southern California stretches to accommodate a crush of 6.3 million new residents over the next 30 years.

So many new apartments will be built that by 2035, the number of multi-family dwellings under construction will outstrip the number of single-family residences two to one, according to projections by the Southern California Assn. of Governments.

The shift is starkly obvious in Los Angeles County, where 60% of residences built in 1993 were single-family. Last year in the county, 38% of residential construction was single-family and 62% was apartments and condos.

The increase in apartment and condominium dwellings will dramatically reshape the way people live in Southern California, heralding an era of increasing urbanization for residents used to

suburbia.

Even in such traditionally wide-open areas as Riverside and Orange counties, the number of permits issued for multi-family housing has nearly tripled since 1999.

Apartments and condos have already overtaken the construction of single-family residences in Orange County, where so far this year developers have started work on twice as many multi-family units as individual houses.

The shift has implications for infrastructure, congestion, schools and even the style of neighborhoods, as apartments encroach on single-family enclaves.

Top planners say that if cities and counties are not careful about where they place these high-density projects, the development could overcrowd schools, burden water, sewer and power systems and make traffic worse.

Perhaps nowhere is this clash causing more controversy than along the southern stretch of Ventura Boulevard in the Valley.

In the Sherman Oaks-Studio City area alone, 2,300 apartments and condos were approved for construction between 2000 and 2006.

Neighbors there are already feeling cramped.

"What we have is a city in crisis," said Ellen Vukovich, a board member of the Sherman Oaks Homeowners Assn. "I don't know how long the homeowners are going to be able to stem the tide."

In Studio City, where mid-century houses and small apartment buildings are being replaced by mega-condo projects, residents are worried that the village-like nature of the community will be squashed under a crush of large new buildings and thousands of new residents.

As many as 1,600 new apartments or condos have been built or planned there in the last two years alone, and efforts are underway to produce 1,021 more units, according to figures gathered by neighborhood activists.

Already, traffic on streets leading to Ventura Boulevard in Studio City is backed up for several hours each day.

A Times search of city traffic records shows that at the same time many new developments were being planned and built in the southern end of the Valley, traffic at 10 major intersections along the boulevard worsened.

Ironically, residents along Ventura Boulevard nearly two decades ago fought construction of high-rise office towers there. The battle ended with stricter zoning rules, but they apply only to commercial development, not to residential.

"We're just trying very hard to preserve some semblance of human-scale life here," said Barbara Burke, who is a vice president of the Studio City Neighborhood Council but who said she was

speaking as a homeowner. "The congestion is huge."

Similar debates are going on elsewhere in Southern California as more high-density projects take root.

In Orange County, builders have put up more apartments and condos than houses for nearly two years, said Kristine Thalman, chief executive of the Building Industry Assn.'s Orange County chapter.

Driving the shift, Thalman said, is affordability: Condos and apartments are cheaper to build than houses, largely because less land is required per unit.

They are also cheaper to sell or rent, and with the median price of a single-family residence in Orange County at \$724,000, many potential buyers can afford only condos, she said. They also appeal to younger buyers.

"They can live in a high-rise, go downstairs to a bar and restaurant and go to the baseball game," she said.

For the most part, the shift has been embraced by planners, elected officials and developers, who say that despite the region's history as a haven for people who moved west to escape the cramped apartments of their metropolitan hometowns, Southern Californians should expect a future that is denser and more urban.

With new construction placed near transit hubs, schools and commercial districts, these officials say, traffic will be minimized, and the region will still be able to accommodate millions of new residents.

"We need to start changing our approach from a suburban model to an urban model," Los Angeles City Councilman Ed Reyes told planners and housing experts at a recent conference.

But Mark Pisano, executive director of the Southern California Assn. of Governments, said many municipalities, including Los Angeles, have allowed significant amounts of very high-density development in places where there is little access to the types of amenities — like public transportation — that will encourage residents to get out of their cars.

However, evidence seems to suggest that even if such developments were placed near public transportation, the system in Southern California is so limited that most residents would use their cars anyway.

And that, Pisano said, could lead to serious problems as Los Angeles and other cities continue to concentrate dense development in places where public transportation is not efficient.

"If you put density everywhere, you get gridlock," he said.

According to the SCAG forecast, which was based on planned construction for Los Angeles, Orange, Riverside, San Bernardino and Ventura counties, about 2.5 million new residences of varying types will be built in the region by 2035.

The vast majority of the units will be condominiums, apartments and town houses. The trend is already evident.

In 1993, for example, the number of single-family residences under construction vastly outstripped the number of apartments and condominiums, as developers put up 22,414 houses and 8,662 multi-family units, according to the Construction Industry Research Board, which keeps records of building permits issued in the state.

In Los Angeles County that year, 60% of residences were single-family. And in less built-out areas like Riverside and Ventura counties, fewer than 300 multi-family units were built in 1993, compared to thousands of detached houses.

By last year, however, the percentage of single-family dwellings built in the five-county SCAG region had dropped to 64%, with 48,683 houses and 27,580 condominiums and apartments.

Vukovich, of the Sherman Oaks Homeowners Assn., said plenty of people still want to live in quiet single-family neighborhoods and worry that their ability to do so will be reduced as more condos are built.

"They've all bought into this idea that people are going to want to live in New York in Southern California," she said.

Others argue that changes are not as dramatic as some might fear.

Jane Blumenfeld, L.A.'s principal planner, said the city is not going down that road. She noted that for the most part, the city's plans call for buildings three to five stories tall along major streets where the existing buildings are one story tall.

"That's far from Manhattan," Blumenfeld said.

sharon.bernstein@latimes.com

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MEMO

DATE: August 30, 2007

TO: Community, Economic and Human Development Committee

FROM: Douglas Kim, SCAG Consultant, (213) 236-1967, kimd@scag.ca.gov

SUBJECT: Regional Comprehensive Plan Schedule

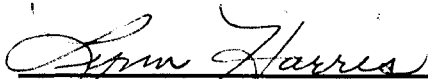
BACKGROUND:

The following are key milestones in the development and completion of the Regional Comprehensive Plan (RCP):

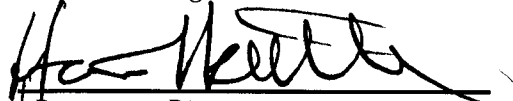
- August 30, 2007: Community, Economic and Human Development Committee reviews Land Use & Housing and Economy chapters' Goals, Outcomes and Action Plan; Energy and Environment Committee reviews Air Quality, Water, and Solid Waste chapters' Goals, Outcomes and Action Plan; and Transportation and Communications Committee reviews Transportation and Security & Emergency Preparedness chapters' Goals, Outcomes and Action Plan.
- September 20, 2007: RCP Workshop for Regional Council and Policy Committees.
- November 1, 2007: Community, Economic and Human Development Committee approves release of Draft RCP for public comment.
- Mid-November: Public comment period of Draft RCP begins.
- January (*date to be determined*): Sustainability conference to discuss key themes of the RCP.
- February 7, 2008: Regional Council adoption of RCP.

Please note that while these dates are intended to correspond with the public review process and adoption of the Regional Transportation Plan, they are subject to change.

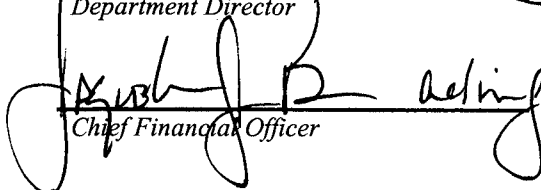
Reviewed by:


Division Manager

Reviewed by:


Department Director

Reviewed by:


Chief Financial Officer

MEMO

DATE: August 30, 2007

TO: Community, Economic and Human Development Committee

FROM: Leeor Alpern, Government Affairs Analyst, (213) 236-1883, alpern@scag.ca.gov
Joanne Ruddell, Senior Regional Planner, (213) 236-1858, ruddell@scag.ca.gov

SUBJECT: Summary of Proposition 1C Legislation and TOD Program Information Submitted to HCD.

BACKGROUND:

In response to the Committee's request at the July 12, 2007 meeting, SCAG staff has prepared this memorandum to update the Committee on Proposition 1C affairs. The Legislature has been considering several pieces of legislation to implement the housing bonds authorized by Proposition 1C, passed by voters in November, 2006. This memorandum contains summary information on key housing bond legislation bills (AB 1053, SB 46 and SB 86) and Transit Oriented Development (TOD) funding.

SECTION 1: PROPOSITION 1C LEGISLATION (AB 1053, SB 46 and SB 86)

SB 46 [sponsored by Senate President pro Tem Don Perata (D - Oakland)] and AB 1053 [sponsored by Assembly Speaker Fabian Núñez (D - Los Angeles)], were bills created to promote the development of infill housing by providing the statutory framework for expenditure of the \$850 million in Proposition 1C's Regional Planning, Housing, and Infill Incentive Account. While staff was satisfied with many provisions of SB 46 and AB 1053, the bills were strengthened by requiring eligible projects to be consistent with regional blueprint and/or regional transportation plans.

SCAG Recommended bill text: staff submitted to SCAG's lobbyist several edits to the version of AB 1053 and SB 46, including:

- ◆ Eligible projects be consistent with a regional transportation plan and/or regional blueprint plans pursuant to submitting a resolution finding such from the regional planning agency.
- ◆ Sites for eligible projects be designated by a city, county or regional infill plan
- ◆ Provide consistent findings from the regional plan agreement that project is consistent with regional transportation plan and/or regional blueprint plans.
- ◆ A qualifying infill project shall be located in an area designated for mixed-use or residential development pursuant to either a regional blueprint plan and/or a regional transportation plan. Furthermore, a qualifying infill project shall qualify pursuant to one of the following plans provided the previous plans are met: general or specific plan, project area development plan and/or a capital improvement plans.

On July 19, 2007, SB 86 was amended in the second House to incorporate provisions of SB 46 and AB 1053 into a single budget trailer bill. SB 86 passed the Assembly as an urgency bill on 7/20/07, and was referred to the Senate for concurrence. The state Senate refused to adopt the urgency clause and refused to concur in

MEMO

the amendments made in the Assembly. Reconsideration by the Senate was granted on July 21, 2007 and the bill likely will be taken up by the Senate soon after the summer recess.

Staff has reviewed SB 86 and is satisfied with the provision of the bill. It is consistent with regional blueprint and/or regional transportation plans.

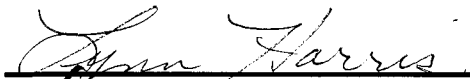
SECTION 2: TRANSIT ORIENTED DEVELOPMENT (TOD) PROGRAM UPDATE

On July 19, 2007, staff submitted to the California Department of Housing and Community Development (HCD) finalized large scale regional Blueprint maps to be used - for their reference and analysis - in the competitive ranking of application for TOD funding. In addition, staff is developing Vehicle Miles Travel and Land Use Maps that might be used to compliment the TOD Program as well as the Regional Planning, Housing, and Infill Incentive Account.


FISCAL IMPACT:

This information item has no fiscal impact on SCAG.

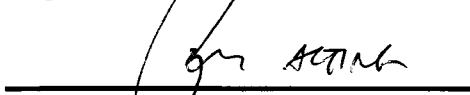
Reviewed by:


Division Manager

Reviewed by:


Department Director

Reviewed by:


Chief Financial Officer

MEMO

DATE: August 30, 2007

TO: Community, Economic and Human Development Committee

FROM: Steve Levy, Center for Continuing Study of California Economy,
slevy@ccsce.com, 650-321-8550
Frank Wen, SCAG, wen@scag.ca.gov, 213-236-1854

SUBJECT: RTP Growth Forecasts: Land Use Scenarios and Policy Implications

BACKGROUND:

SCAG contracted with CCSCE to analyze the policy implications of the regional economic and demographic growth forecast. CCSCE was also asked to develop a story about the forecast that could be used in communicating with policy and citizen audiences.

CCSCE has presented their analysis and story to the SCAG growth forecast expert panel, to the Compass Partnership, and to the Plans and Programs Technical Advisory Committee. Today's presentation is an information item to serve as background for the discussion of land use policy alternatives and implications led by John Fregonese.

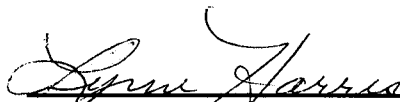
The demographic trends expected during the forecast period are different from what has occurred during the past 20 years, especially in terms of the aging of the region's population. The two presentations explore how these demographic changes affect the region's policies for land use and housing.

The presentation also looks at the region's economy and explores the policy implications of achieving economic prosperity that offers broad opportunities for all residents to achieve a rising standard of living. One key question raised by the presentation is whether SCAG can or should take an expanded role in regional economic policy beyond the agency's role in infrastructure, land use and housing.

FISCAL IMPACT:

None.

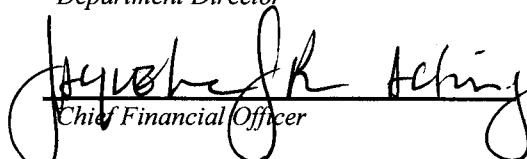
Reviewed by:


Division Manager

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Reviewed by:


Chief Financial Officer

The SCAG Region Economy

The Growth Forecast Story and Implications for Policy

Stephen Levy, CCSCE
August 30, 2007

Summary

- This presentation summarizes the story told by the regional growth forecast and asks
- What are the policies required to achieve economic prosperity, broadly shared?
- How do changing demographic and housing trends shape the opportunity for success with RTP and Compass 2% policies?

Why Tell the Forecast Story

- We say that the region “is projected to grow”, not that the region “will grow” because the projected growth requires success in implementing policies.
- Telling the story supports the policy recommendations AND is a unique role that SCAG has as the main organization looking at the region’s future.
- This is a story based on SUCCESS in policy implementation.

Overview of the Forecast Story

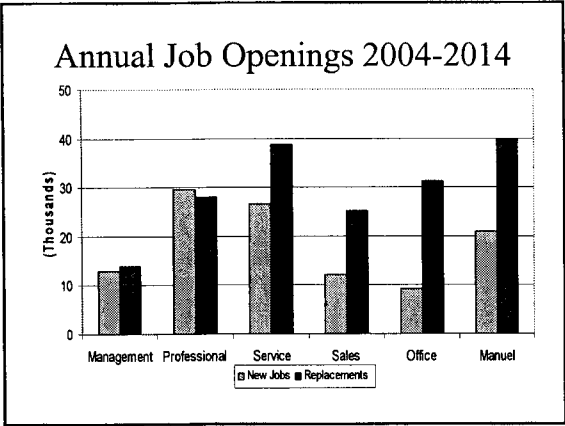
- The regional economic base has several strong sectors which must be successful to meet the job and income growth forecasts.
- Aging baby boomers will be replaced by immigrants and their children in the region's labor force and housing markets.
- Housing market conditions pose a large challenge for achieving regional goals.

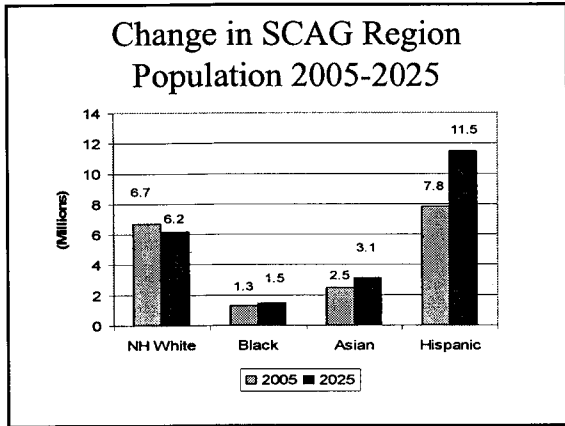
A Strong and Diversified Economic Base (Jobs in 2005)

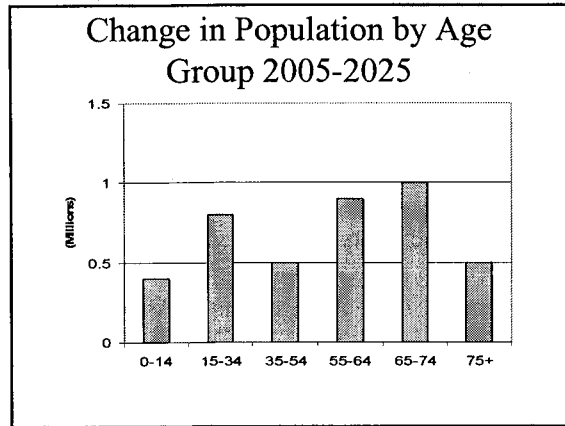
- | | |
|------------------------------------|---------|
| • Prof., Bus., Info Services | 840,000 |
| • Diversified Manufacturing | 610,000 |
| • Wholesale Trade & Transportation | 600,000 |
| • Tourism & Entertainment | 340,000 |
| • Fed, State Government | 225,000 |
| • High Tech Manufacturing | 190,000 |
| • Resource Based | 75,000 |

Job Opportunities for All

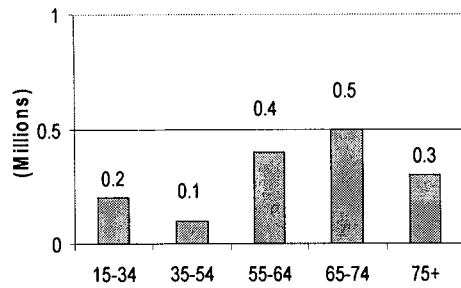
- Most job openings come from replacements. For every new job, there are 1.6 job openings from replacements.
- Most jobs are in population serving sectors such as health care, retail, construction and government.
- Many job opportunities will require post-secondary training but not necessarily a four-year college degree.



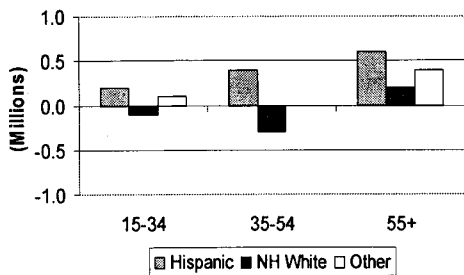




Growth in HH by Age Group 2005-2025



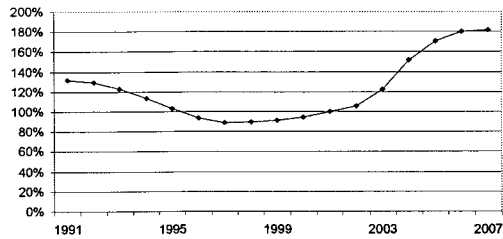
Household Growth 2005-2025



Short Term Housing Trends— Implications for the Future

- There is a drop in affordability relative to income and other regions.
- Sharp drop in sales and new building and tightening lending criteria.
- Demographic and price trends are changing compared to the past 20 years.
- What do these new trends mean for the economy, Compass and the RTP??

Median resale Housing Prices Riverside-SB as % of U.S.



Policy Questions

- Should SCAG take a broader role in regional economic strategy? What can SCAG do beyond the RTP and Compass?
- Do demographic trends and housing affordability challenges present opportunities for growth visioning efforts? Can the "2% solution" help affordability?
- How can telling the forecast story support SCAG policy efforts?

MEMO

DATE: August 30, 2007

TO: Community, Economic & Human Development Committee

FROM: Douglas Kim, SCAG Consultant; kimd@scag.ca.gov, (213) 236-1967

SUBJECT: Regional Comprehensive Plan Goals, Outcomes, and Action Plans for Land Use & Housing and Economy

BACKGROUND:

The pending update to the Regional Comprehensive Plan (RCP) will lay out a vision for how Southern California can achieve sustainability in nine areas of policy, including Transportation, Land Use and Housing, Water, Air Quality, Solid Waste, Energy, Open Space, Economy, and Security and Emergency Preparedness.

Based on the RCP's Vision and Guiding Principles that were reviewed by the CEHD on July 12, 2007, staff has developed draft recommendations for the Land Use & Housing chapter and the Economy chapter for the Committee's review and comment. Initial recommendations from these chapters were last presented to the CEHD in March 2007. The RCP Task Force subsequently approved refinements to these recommendations in July and August 2007. Staff will present the RCP's Education white paper to the CEHD in October.

The Goals represent an idealized vision of a sustainable future for each resource area. The Outcomes are desired outcomes that measure our progress towards sustainability goals and ideally are quantifiable and trackable over time. The Action Plan represents the implementation strategy that identifies recommended roles and responsibilities to meet the recommended Outcomes and achieve the desired Goals.


Attachments:

1. RCP Land Use and Housing Chapter – Draft Goals, Outcomes, and Action Plan
2. RCP Economy Chapter – Draft Goals, Outcomes, and Action Plan

FISCAL IMPACT:

Activities related to the Regional Comprehensive Plan are contained in the OWP under the work element 08-035.SCGS1.

Reviewed by:


Division Manager

Reviewed by:


Department Director

Reviewed by:


Chief Financial Officer

RCP Economy Chapter

Draft Goals, Outcomes and Action Plan

Goals

- Position the SCAG region and its economy to seize opportunities and address challenges that will enhance the region's mobility, livability, prosperity, and sustainability.
- Ensure a healthy, flourishing economy that provides employment opportunities and prosperity to decrease poverty and meet the basic needs of all the people who participate in our economy by:
 - Enabling business to be profitable and competitive (locally, regionally, nationally, and internationally);
 - Ensuring sufficient employment opportunities and regional prosperity for all segments of the region's workforce;
 - Promoting education and workforce training policies that give residents an opportunity to compete for the full range of jobs available; and
 - Achieving economic development while being consistent with the region's sustainability goals for land use, air quality, and other resource areas.

Outcomes

- Increase the rate of job growth in order to add three million jobs to the regional economy by 2035.
- Eliminate gaps in educational attainment between different racial and ethnic groups by 2035.
- Increase the real per capita income (household and individual buying power) of all income groups over 2005 levels and eliminate the lowest poverty levels in our region.
- Expand green technologies and employment above and beyond existing requirements and projections by 2035.
- Increased the region's economic vitality and attractiveness by focusing housing and job additions in urban centers, employment centers and

transportation corridors, such that there will be a minimum of 35% of household growth and 32% of employment growth in these areas from their levels in 2005 by 2035.

- Increase the affordability of health care by 50% to reduce losses in productivity resulting from inaccessible health care.
- Increase the diversification of the region's economy by promoting sustained economic health, local economic development and global competitiveness.

Action Plan

Constrained Actions

EC-1. Improving the Economic Competitiveness of Key Industry Clusters

- EC-1.1** Form a Prosperity Partnership, a coalition of public and private entities, dedicated to developing and implementing a common economic strategy for the SCAG region.
- EC-1.2** Partner with institutions that will help develop global trade logistics infrastructure needed for local businesses to remain competitive.
- EC-1.3** Partner with economic development organizations to assist the region in attracting and retaining both local and foreign investment.
- EC-1.4** Increase awareness - both private and public sectors - of efforts currently underway supporting industry cluster formation in our region.
- EC-1.5** Encourage regional universities and business schools to explore opportunities to maximize benefits to the region from public dollars.
- EC-1.6** Promote regional policies that:
 - Promote economic development and sustained economic health.
 - Reward local ingenuity, initiative, enterprise and creativity.
 - Give local governments the flexibility to attract needed businesses and jobs into their communities.
 - Promote fiscal reform at the state, county and local level (involving sales, property and income taxes) to meet the regions capital investment needs of the region's economy. Tax systems should be diverse enough to protect against over-reliance upon any small number of income streams.
 - Work with industries to diversify their industrial bases.
 - Help local firms replace jobs that cannot be retained.
 - Expand employment in existing high-wage service-sector firms.

- Foster growth of small and medium-sized, locally-based firms.

EC-2. Promoting Education and Workforce Training

- EC-2.1** Support development of workforce strategies that upgrade skills and open up career opportunities for adult workers who need to adapt to change.
- EC-2.2** Inform stakeholders (workforce boards, community colleges and businesses) about the long-term demographic and workforce trends in the SCAG regional forecast.
- EC-2.3** Support K-12 education programs, particularly for at-risk students that help improve high school graduation rates and increase opportunities for all qualified students to attend and graduate from college.
- EC-2.4** Support programs that develop workforce in the green technology sector.
- EC-2.5** Partner with workforce boards and community colleges in identifying specialized training courses that:
 - Meet current and future job needs.
 - Upgrade technological skills and open up career opportunities of adult and young workers.
 - Assist people adapting to change.
- EC-2.6** Support an increase in ESL funding and other opportunities for immigrants to learn English at convenient times and locations.
- EC-2.7** Support programs that connect school district databases region-wide to track and assess student performance to better ensure a match between education and skill requirements and attainment.

EC-3. Developing a Sustainable Goods Movement Strategy/ Greener Economy:

- EC-3.1** Actively engage environmental stakeholders in furthering energy resource diversification by working with California Center for Sustainable Energy, the state's Environmental Agency (Cal-EPA), the California Transportation Commission, and others.
- EC-3.2** Partner with organizations that promote the creation of new advanced environmental friendly technologies for all sectors in the region's economy.
- EC-3.3** Encourage industries to incorporate more energy efficient resources into their products.
- EC-3.4** Develop a suite of technologies or a renewable portfolio of services that allow the SCAG region to plan for a greener economy.
- EC-3.5** Support efforts to increase employment in green technology and/or related industries.
- EC-3.6** Promote the implementation of the Southern California Regional Strategy for Good Movement Action Plan, which is based on three principles:
 - Environmental and community impact mitigation must be integral to the goods movement program.

- Improvements to the goods movement system should not come at the expense of other transportation investments.
- Investments in the regional goods movement system should be made to realize regional benefits that have statewide implications.

EC-3.7 Support policies such as:

- Emissions trading programs that are market-based and use a cap with progressive reductions of the cap overtime.
- Value Added Tax Programs: Support legislation for CPUC % of rate reductions, which will be given for "green building" in the future. Use of tax policy can both be shifted from one area to another (e.g. from sales to value added) and created for the public good.
- Clean Air Action Plan: aims to reduce port-generated pollution from vessels, trains, trucks and terminal operating equipment by 45% over the next five years.

EC-3.8 Continue efforts to leverage state infrastructure bond financing to our region to implement the enormous challenges goods movements and transit oriented development infrastructure imposes.

EC-4. Improving Quality of Life

EC-4.1 Reform the state-local government fiscal relationship to help achieve sound, sustainable development. If government is going to "incentivize" the behavior of its governmental institutions, the incentive needs to be in line with its overall goals and objectives (e.g. making affordable workforce housing available). Local jurisdictions working through their representative advocacy groups (e.g. the League of National Cities) need to work with the state to balance the "fiscalizations" of the land use impacts, moving towards making cities fiscally ambivalent over using land for retail or housing purposes.

EC-4.2 Explore means of improving housing availability and pricing. Affordable housing shortage is compounding the difficulty for emerging industries to attract and retain demand positions, which are mostly the younger, more recently educated work force. Similarly, it also adds to the difficulties in attracting and retaining employees from other areas.

EC-4.3 Support policies that streamline the permit process and regulatory requirements imposed upon developers so as to eliminate excessive review time, cost and inefficiency.

RCP Land Use & Housing Chapter

Draft Goals, Outcomes and Action Plan

Goals

- **Implement the Compass Blueprint:**
 - Maximize the efficiency of existing and planned transportation network by focusing growth in existing and emerging centers and near major transportation corridors.
 - Use the Compass Blueprint to ensure that future transportation improvements serve these focus areas.
 - Provide the necessary amount and mix of housing for our growing, changing population.
 - Create significant areas of mixed-use development and walkable, “people-scaled” communities.
 - Inject new life into under-used areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots.
 - Preserve existing, stable, single-family neighborhoods.
 - Protect important open space, environmentally sensitive areas and agricultural lands from development.
 - Promote green building standards in new development.

Outcomes

- 100% of City and County General Plans are consistent with Compass Blueprint by 2012.
- Increase the number of new housing units and jobs created within the Compass 2% Strategy Opportunity Areas by 2012 and improve the regional jobs-housing balance.
- Reduce the region’s vehicle miles traveled from carbon-based fueled vehicles to 1990 levels by 2020.
- Add one housing unit for every 3 persons of population growth and one new housing unit for every 1.5 new jobs.

- Reduce the percentage of households paying more than 30% of income for housing by 20% from the year 2000 level.
- Increase the region's homeowner affordability index so that the relationship of median income to median home price mirrors the national average.
- Achieve a regional housing vacancy rate of 1.5% for owner-occupied units and 5% for rental units to maintain a healthy housing market.
- Significantly decrease the rate of land consumption and urbanization between 2007 and 2035.
- Significantly increase the density of urbanized areas between 2007 and 2035.
- All cities in the region adopt green building standards by 2012.

Action Plan

Constrained Actions

LU-1. Provide technical assistance and regional leadership to implement the Compass Blueprint growth scenario and integrate growth and land use planning with the existing and planned transportation network.

- LU-1.1** SCAG shall provide planning services to local governments through Compass Blueprint Demonstration Projects.
- LU-1.2** SCAG shall continue with a targeted public relations strategy that emphasizes regional leadership, the benefits and implications of Compass Blueprint, and builds a sense of common interests among Southern Californians.
- LU-1.3** SCAG shall expand the role of the Compass Partnership, a forum convening representatives from government, civic leaders and members of the development community. The Compass Partnership will advise the region on how public-private partnerships will help leverage the outcomes outlined in this chapter.

LU-2. Local jurisdictions should identify opportunities that are consistent with state Housing Element law to accommodate the forecast housing need identified through the RHNA process.

LU-3 Leverage federal and State and local funds to implement the Compass Blueprint.

- LU-3.1** Stakeholders should leverage state infrastructure bond financing, including the Department of Housing and Community Development's Transit Oriented Development program and supporting legislation that will target infrastructure bond funds for regions with adopted growth visions such as the Compass Blueprint and for projects consistent with these visions.
- LU-3.2** To provide housing, jurisdictions should leverage existing state programs such as HCD's Workforce Incentive Program and the state density bonus law and create local incentives such as housing trust funds, tax-increment-financing districts in redevelopment areas and around transit villages and partnerships with non-governmental stakeholders.
- LU-3.3** SCAG shall continue to support and provide funding for the statewide Blueprint Planning program.
- LU-3.4** Subregional organizations should leverage the federal transportation planning funds available at the subregional level, to complete projects that integrate land use and transportation planning and implement Compass Blueprint principles.

LU-4 Local communities should consider shared regional priorities, as outlined in the Compass Blueprint, Regional Transportation Plan, and this Regional Comprehensive Plan, in determining their own development goals and drafting local plans.

- LU-4.1** Local jurisdictions should take a comprehensive approach to updating their General Plans, keeping General Plans up-to-date and providing progress reports on General Plan updates and implementation, as required by law. Communities are strongly encouraged to submit the General Plan and General Plan elements to SCAG under the Inter-Governmental Review Program.
- LU-4.2** Local governments should adopt, with technical assistance from SCAG, green building standards.
- LU-4.3** Local governments and subregional organizations should develop ordinances and other programs, particularly in the older, more urbanized parts of the region, which will enable and assist in the cleanup and redevelopment of brownfield sites.
- LU-4.4** Local governments and subregional organizations should develop adaptive reuse ordinances and other programs that will enable the conversion of vacant or aging commercial, office, and some industrial properties to housing and mixed use with housing.

LU-5 SCAG shall develop an objective monitoring system to gather data and measure regional progress toward implementing the Compass Blueprint growth scenario and achieving the outcomes outlined in this chapter.

LU-5.1 Define a methodology for assessing local General Plans' consistency with Compass Blueprint

LU-5.2 Develop a data set and methodology for determining what portion of regional growth is occurring within 2% Strategy Opportunity Areas.

LU-6 SCAG shall use its Intergovernmental Review process (IGR) role to provide robust review and comment on large development projects and their consistency with the Compass Blueprint.

LU-7 SCAG will further develop land use performance measures to be included in future Regional Transportation Plans.

Strategic Initiatives

LU-S1 SCAG and county transportation commissions should initiate a program to secure significant resources for implementing Compass Blueprint. The program would provide infrastructure funding for specific allowable costs of development projects that integrate land use and transportation planning and are consistent with the 2% Strategy.

LU-S2 SCAG shall continue efforts, in collaboration with state agencies and local jurisdictions, to significantly reform state Housing Element law and the Regional Housing Needs Assessment process. These reforms should promote the broad goals stated by the Secretary of Business, Transportation and Housing and shared by SCAG:

- Each municipality has a clear responsibility to provide housing based on the growth in population and jobs generated in the community.
- Jurisdictions should be able to collaborate in meeting housing needs.
- Planning for housing should be pursued over a longer time frame in line with other major growth planning efforts.

LU-S3 The State, in collaboration with regional organizations and local jurisdictions, should work to re-structure and re-

incentivize the municipal finance system that currently challenges virtually all local governments in California and often promotes inefficient land uses. Changes should:

- Ensure the reliability of revenue streams to local government such that local finances are not the first resort in difficult budget years.
- Re-structure sources of municipal revenue to place less emphasis on retail development and sales tax receipts, and to incentivize housing development and other land use changes consistent with regionally shared goals.

REPORT

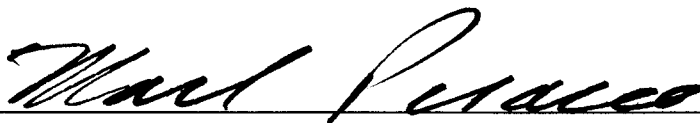
DATE: August 30, 2007

TO: Community, Economic and Human Development Committee

FROM: John Fregonese, Fregonese Associates, john@frego.com, 503-228-3054
Lynn Harris, SCAG, harris@scag.ca.gov, 213-236-1875
Frank Wen, SCAG, wen@scag.ca.gov, 213-236-1854

SUBJECT: Discuss policy implications and direct staff to develop 2008 RTP land use scenarios

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Discuss policy implications and direct staff to develop 2008 RTP land use scenarios. The policy options listed below have shown potential through modeling to improve the performance of the Regional Transportation Plan (RTP).

- Identify special regional strategic areas for infill and investment.
 - Transit Oriented Development
 - Existing and emerging centers
 - Small mixed use areas
- Structure the future plan on a tiered system of transportation and land use integrated areas - Encourage centers development (3 tiers)
 - Existing - Planned - Potential
- Develop "complete communities", e.g. places where most daily needs can be met within a short distance of home.
- Plan for development of nodes on a corridor comprehensively
- Plan for a changing demand in types of housing; explore additional growth potential
- Continue to protect stable existing Single Family Areas and plan for less dense development in outlying areas
- Plan for additional housing and jobs within reach of transit network

The Committee is asked to discuss the policy options listed above. And, in context with background description that follows, provides directions to staff and affirms that these policies be carried forward in developing the growth vision land use strategies for the 2008 Regional Transportation Plan (RTP).

Both SCAG staff and consultants have presented the underlined methodology and analysis to the Plans and Programs Technical Advisory Committee, and will continue to communicate with subregions/local jurisdictions throughout the region. Staff will report back to CEHD Committee about the progress in developing the growth scenarios for the 2008 RTP, and the CEHD in collaboration with other policy committees, will be requested to release the draft growth forecast and scenarios for 2008 RTP in November.

BACKGROUND:

The Southern California Association of Governments develops the integrated growth forecast for the 2008 RTP, describing how population and employment growth in the next 30 years could be accommodated within the region. There are a series of requirements that direct or govern SCAG's planning efforts.

1. **The RTP is Mandated** – As the designated Municipal Planning Organization SCAG must maintain a financially constrained RTP. The plan enables the agency to distribute federal transportation dollars to the region.
2. **Air Quality** – Federal and State law proscribes limits on emissions and pollutants. Modeling of scenarios enables SCAG to develop a plan that is oriented toward meeting these requirements.
3. **Accommodating Population Growth and Providing Housing (General Plans)** – Cities in California are required to accommodate the provision of housing. The RTP describes the transportation infrastructure improvements that will facilitate the necessary development. Prior policies that link jobs and housing also encourage job growth to accompany housing development.
4. **CEQA Process** – The State of California sets environmental protection standards. The regional plan must address the standards.
5. **Assembly Bill 32 and Global Warming** – Recently the State of California has adopted legislation that proscribes a reduction in greenhouse gas emissions. AB32 does not define standards for the RTP or for General Plans. However, the State Attorney General has filed lawsuits that allege cities of not addressing AB32 in their general plans.

In addition to requirements that direct the Region's planning efforts SCAG must also plan in a manner that considers current and past actions, and perhaps more importantly, expected changes in future conditions.

Expected Changes

1. Demographics

Most new growth will be of Latino background, and also the growth of all ethnicities will be concentrated in 55+ ages and 15-34. It is generally acknowledged that the single family housing boom of the 1980's and 1990's was driven by the growth in the 34 to 55 age group. Growth in this group will be relatively flat in the future. This shift in age groups and culture will create demand for different types of housing than is most prevalent today – those over 55 have a wider variety of housing preferences, and those 18 to 34 tend to be seeking rental housing. Specifically there will be more need for close-in and infill housing, and owner and renter multi-family housing.

2. Congestion will continue to increase regardless of feasible actions

Modeling indicates that the Region will increase from roughly 4.05 million hours of delay currently to just under 7.4 million hours of delay in year 2035. These models show that drivers are expected to drive 32% more than today while the roadways only expand by 2%. While the introduction of freeways in the 1950's and 1960's had the effect of shrinking distances (perceived by time traveled), increasing congestion has the effect of increasing perceived distance. Key parts of our region will become effectively farther apart. With the network

becoming more congested, the role of land use in bringing people closer to their destinations will become even more important.

3. Oil Costs will likely continue to rise

Oil costs went above \$75.00 per barrel in early August of 2007. Continuing the trends of the past five years, one could see oil prices exceeding \$300 per barrel by the time we reach the end of the planning horizon. Additionally, notable figures in the oil industry have suggested that the world is at or near its peak in oil production. If they are correct, demand for oil will increase while production begins to decrease within the next decade.

4. Vacant land supply diminishing

The Region has a large supply of vacant land – albeit most of it is far from existing development. The land in and near existing city centers is largely developed. Additional development in these areas is increasingly likely to come in the form of infill and higher density housing. Additionally, the increasing cost of travel, in both time and dollars will render vacant land on the outskirts of cities less usable for housing and other development than it has been in recent history.

5. Land efficiency will increase

With several factors leading to higher demand for housing and jobs in and near existing centers, owners will use their land more efficiently. Inefficient uses, such as large areas of free surface parking, will no longer be “free” as property owners decide instead to use their land for larger economic gains. Parking will begin to be priced, and this will have an effect on travel behavior.

6. Funding for infrastructure

The Southland, as with the majority of the Country is facing a discrepancy between demands being placed on our transportation infrastructure and the amount of money that will become available. Current sources, be they Federal, State or even local taxes cannot generate the revenue that would be required to attempt building a solution to the Region’s transportation and air quality problems.

The Effect of Recent Trends

Along with the expected changes depicted above, there are some strong trends that will shape the way land is developed during the next few decades.

Strong market forces will put a premium on:

- **Central Locations**

Convenient access to jobs and shopping will play a significant role in the shape of future development. Over the next 30 years accessibility will start to become more important than mobility. People will place value on the time it takes to get to work, errands and recreation

rather than the speed at which they travel. As congestion increases, people will live closer to work and will expect shopping and services to start locating closer to their homes.

- **Transit supported locations**

Even with the rising importance on accessibility mobility will continue to be vital to the region. The largest shift in mobility will be ways to make it affordable and convenient as fuel and infrastructure costs rise. Transit and the communities it supports will grow in regional importance as they provide the mechanism for efficient and affordable mobility.

- **Walkability and Livability**

As mixed-use and transit oriented development has gained in popularity many cities have started focusing on encouraging development that brings people and their daily needs closer together. As these 'complete communities' are created people are making the choice to leave their car at home for short trips. Creating these successful places is about more than just co-locating jobs and housing. Quality urban design will play an increasingly important role. The communities of tomorrow must be friendly places to walk, have destinations worth walking to, and contain the human comforts and amenities that we require of livable places.

Scenario Testing

To learn how the trends, expected conditions and policy options work together SCAG and its consultant Fregonese Associates developed a series of land use and transportation planning scenarios. The scenarios portrayed a range of different development patterns that would determine how the Region's projected growth would appear on the landscape. Creating multiple scenarios, and working with a consistent forecast allowed methodical testing and analysis. Following is a brief description of the scenarios that have been tested so far. Following the description is a highlight of some of the differences in performance according to SCAG's six-county TransCad transportation model.

Business As Usual (BAU) Scenario

Also known as the Baseline, this scenario represents a continuation of past trends. It is used as the consistent bar against which other planning options or scenarios, are measured.

2004 RTP Scenario

The 2004 Regional Transportation Plan was the first to purposely attach land use and economic policies to the Region's transportation planning. SCAG's Southern California Compass program provided a land use vision that was responsible for considerable reductions in negative transportation measures such as congestion and vehicle miles traveled and emissions. For the 2008 RTP cycle the 2004 RTP was updated to carry its plans from its original termination of 2030 to 2035, the horizon year for the current RTP planning cycle.

Workshop Scenario

The Workshop Scenario represented a fundamental leap forward in developing ways for SCAG to work with the cities, counties and special districts of the region. 15 Subregional workshops were held. At each workshop, participants reviewed the updated 2004 RTP Update on maps and using their knowledge of their jurisdiction's desire and general plans, provided detailed land use input. The result was a scenario that more closely aligns with city and county general plans and their near term aspirations.

Envision Scenario

The workshop scenario showed some improvements to travel patterns, but also highlighted some difficulties inherent in building a network for moving people around the region. The Envision Scenario was developed to test the range of policies and identified trends described previously in this report. It does not represent a proposed land use plan.

Rather it was engineered to learn what transportation and air quality benefits might be obtained through shifting land use patterns. The patterns expressed are in essence based on the same principles that were adopted through the Southern California Compass program. The scenario is based on applying those principles to the workshop scenario. The principles were applied to a greater degree than they were in the 2004 RTP.

The policies that drove the Envision Scenario are listed below. In addition to these policy choices the scenario also includes the results of research performed at a local scale during the last two years. The primary sources of this research include a series of dozens of demonstration projects, where SCAG supported local planning initiative, and a "reality check" process where SCAG's consultant team work with seven cities to explore in depth, the relationship between their general plans, the RTP and results of recent trends.

Components of the Envision Scenario

- Improving the localized balance between jobs and housing
- Increasing transit ridership by focusing growth to transit supportive areas
- Building less new single-family housing and more mixed-use and higher density housing
- Continue to minimize growth in stable single-family areas
- Minimize new separate use commercial or residential development in outlying areas
- Minimize very high density development in areas that are not effectively served by transit or are not within identified employment centers

Lessons Learned from Scenario Modeling

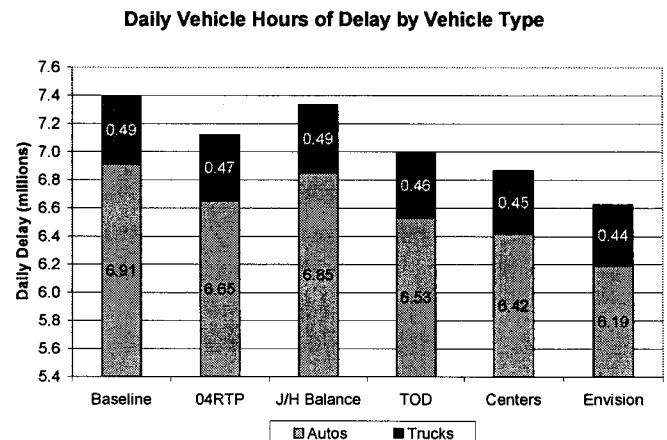
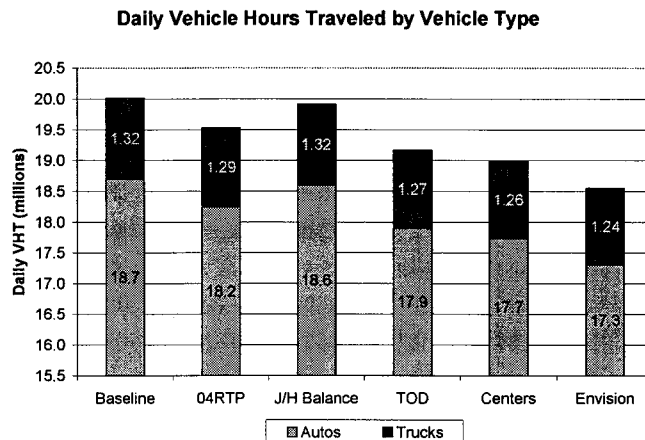
- Regardless of the type or quality of developments local actions add up to have regional impact or benefit. Regional guidance is needed to develop solutions that rely on local actions
- We can't make a scenario happen, but can help. Steps:
 - Don't fight the market when/where it provides positive results

REPORT

- Strategic Infill – Strategically work to identify location for and remove obstacles to infill development –
- Not all areas are benefit from infill – it must be focused to transportation efficient areas.
- Identify the locations for mixed-use compact growth – encourage infill and higher densities in these areas
- Focus low density development toward outlying areas and increase open space protection
- Improve and create more walkable and livable environments

Model Results

SCAG's transportation model provides a consistent method of comparison between the tested scenarios. Following are a series of charts that describe the performance differences between the scenarios. In particular they highlight the benefits that can be achieved by the policies and lessons described in this staff report.



REPORT

FISCAL IMPACT:

2007 RTP 2% land use strategy and related socioeconomic dataset development, outreach/consensus building, and transportation modeling assessment are adequately programmed and budgeted in following work elements:

08-055.SCGS1 Regional Growth Forecasting and Policy Analysis (Staff)

08-065.SCGS1 Compass Blueprint Implementation (Consultant)


08-065.SCGC1 Compass Blueprint Implementation (Staff)

08-070.SCGS1 Regional Transportation Modeling Support (Staff)

Reviewed by:

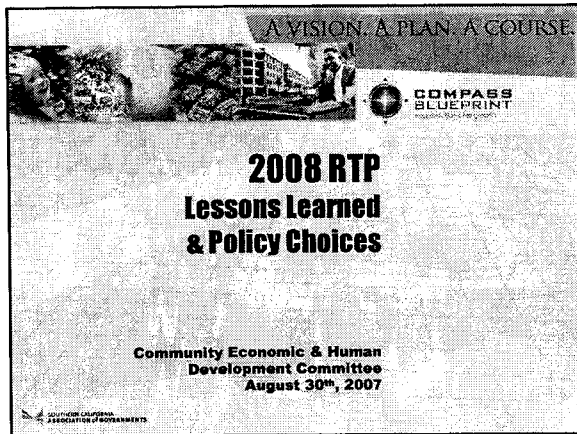

Division Manager

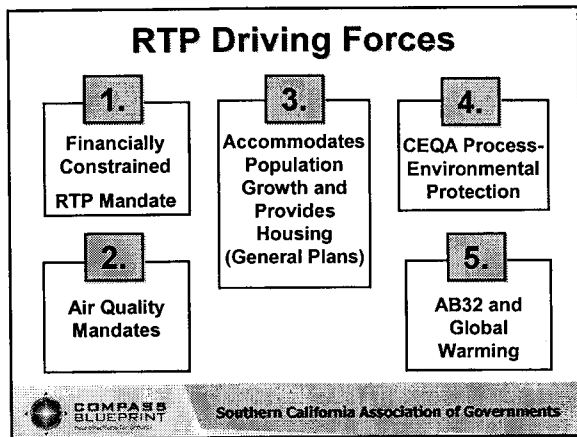
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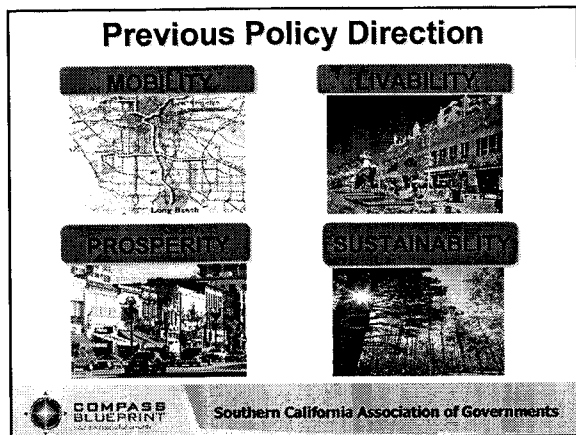

Department Director

Reviewed by:


Chief Financial Officer







What We Can Expect



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Growth in 55+ and 15-34



The Baby Boomers



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Major Stories in These Forecasts

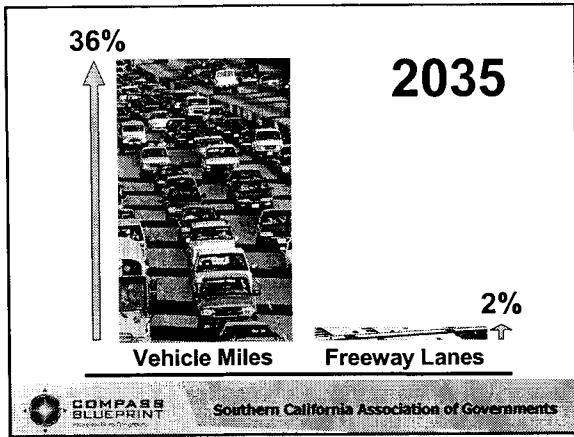
Housing market demand shift
(more multifamily & infill growth)

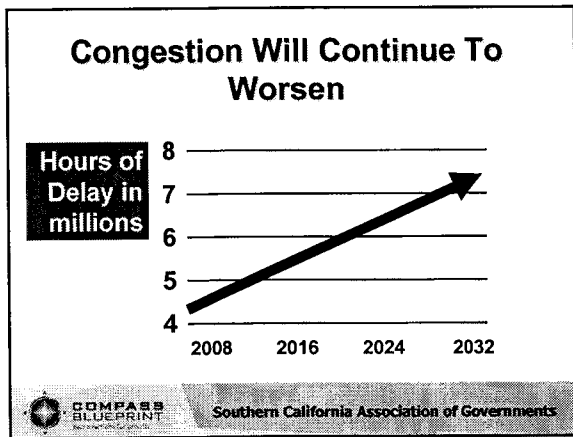
Large labor force shifts
(boomers replaced by immigrants
and their children)

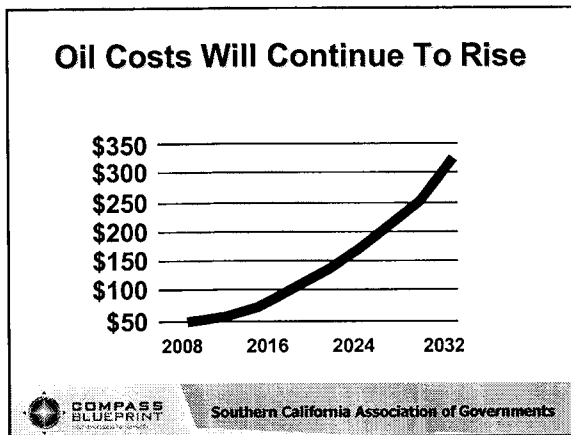


COMPASS
BLUEPRINT
FOR THE FUTURE

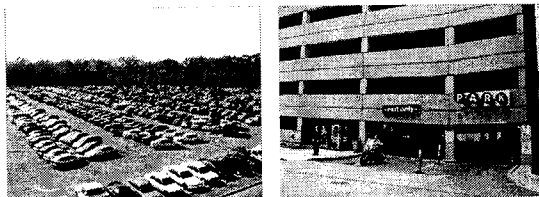
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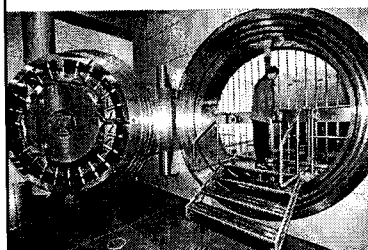


Land Use Efficiency Will Increase



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Financing will Continue to be a Problem



We don't have keys to a private vault.

Even with the new transportation bonds we don't have nearly enough money.



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Strong Forces will put a Premium on:

1. Central, Accessible Locations
2. Transit Supported Locations
3. More Walkability and Livability



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Scenario Planning



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A Vision for Growth

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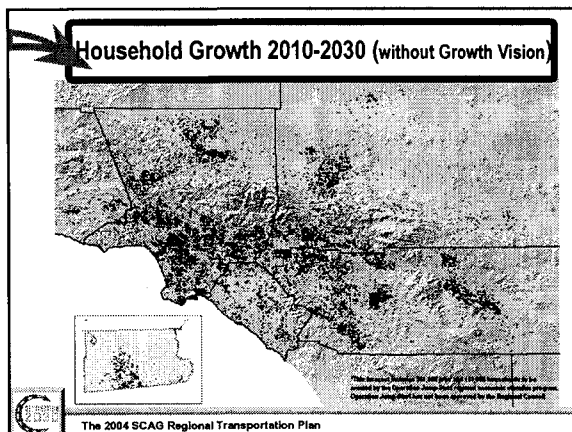
Test Scenarios

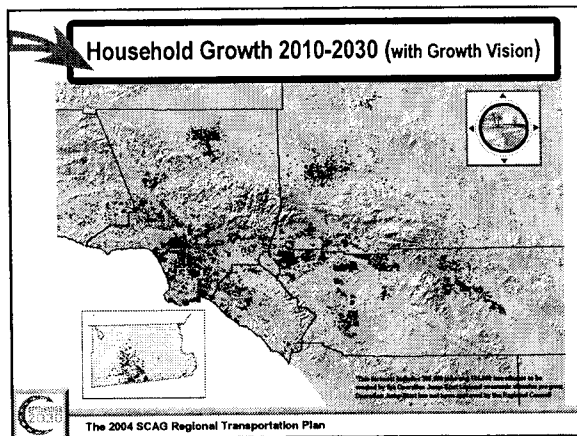
	Major Differences
1. Baseline	Outward growth trends
2. 2004 RTP	Outward growth and focus on Centers and Corridors
3. Workshop	Subregional Input – General Plans
4. Envision	Heavy reliance on Centers and Transit

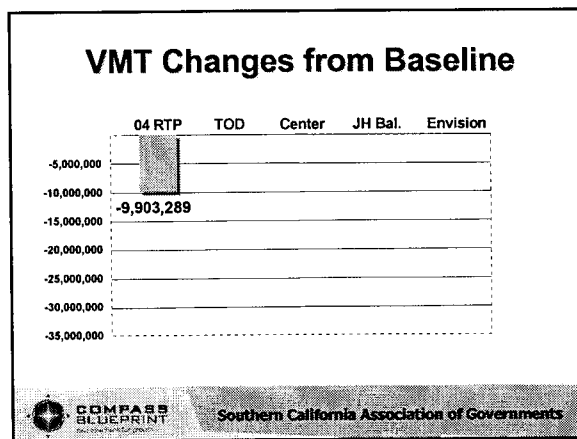


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Envision Scenario

Focused on development of specific sites in 2% area:

- Employment Centers
- Transit Oriented Development
- Jobs/Housing Balance

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Envision "What If? Scenarios

What if:

1. Growth was focused into transit station areas and major transit centers?
2. Growth was focused into major employment centers?
3. Growth was focused away from areas with long commute times



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Envision "What If? Scenarios

What if there was:

1. Less new single family housing and more mixed use housing
2. Low or no growth in stable single family areas
3. Less dense development in outlying areas
4. Less very high density development types in non-transit areas

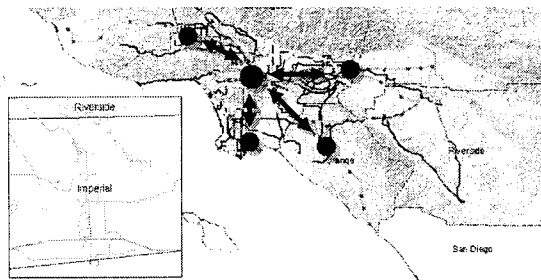


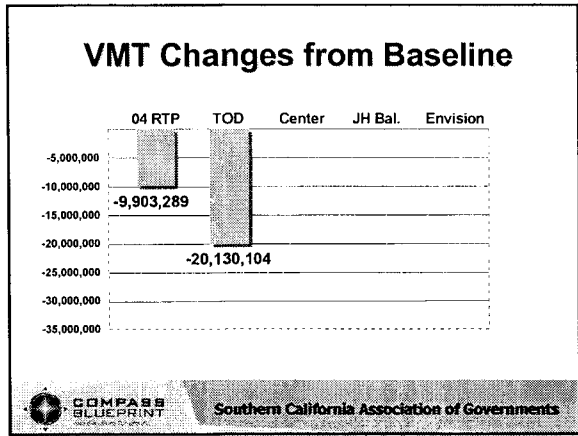
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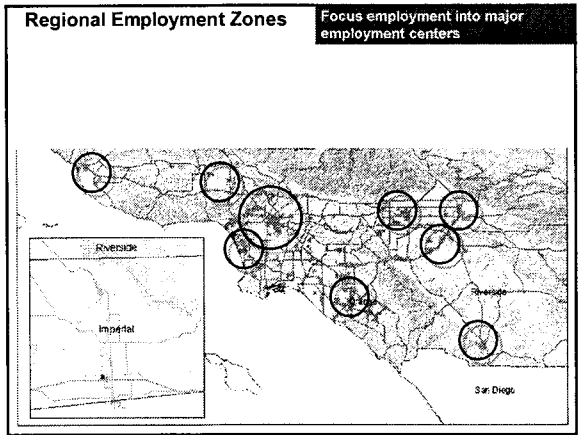
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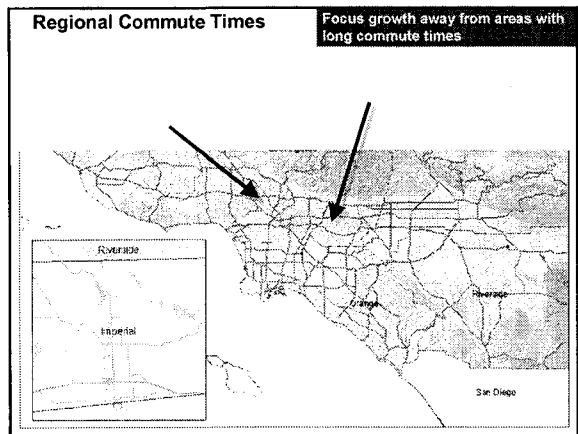
Regional Transit

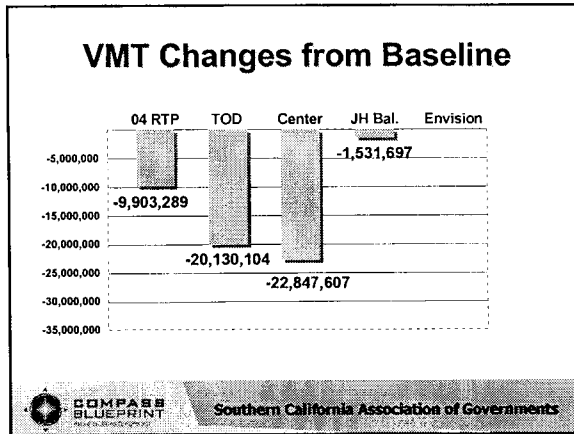
Focus growth into transit station areas and major transit centers





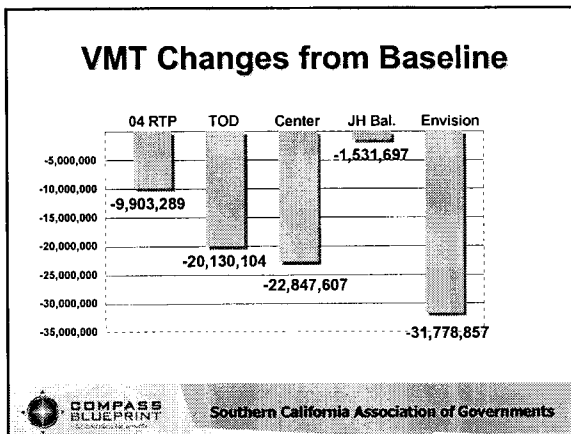






Combined Together

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Lessons Learned

The modeling of “Envision” policy options demonstrates that they alone, and together, have great potential to improve RTP performance goals.



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Lessons Learned

Local actions add up – Good or Bad

Regional guidance is needed

Solutions need to be regional and rely on local actions



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Direction

Should the following policies be carried forward in the development of the growth vision land use strategies for the 2008 RTP?



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Policy Options

1. Identify special regional strategic areas for infill and investment:

- Transit Oriented Development
- Existing/Emerging Centers
- Small mixed use areas



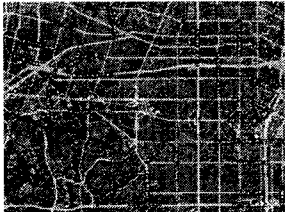
**COMPASS
BLUEPRINT**
TRANSFORMING GROWTH


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Policy Options

2. Structure the plan on a 3-tiered system of centers development

- Existing
- Planned
- Potential





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TRANSFORMING GROWTH

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Policy Options

3. Develop “complete communities” -

Places where most daily needs can be met within a short distance of home



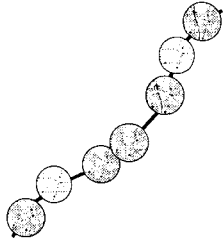


**COMPASS
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TRANSFORMING GROWTH

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Policy Options

4. Plan comprehensively for development of nodes on a corridor

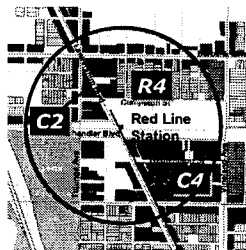


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Policy Options

5. Plan for a changing demand in types of housing; explore additional growth potential



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Policy Options

6. Continue to protect stable existing single family areas and plan for less dense development in outlying areas



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Policy Options

7. Plan for additional housing and jobs within reach of transit network



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FOR THE SOUTHERN CALIFORNIA

Southern California Association of Governments

Discussion



COMPASS
BLUEPRINT
FOR THE SOUTHERN CALIFORNIA

Southern California Association of Governments

MEMO

DATE: August 30, 2007

TO: Community, Economic & Human Development Committee

FROM: Douglas Kim, SCAG Consultant; kimd@scag.ca.gov, (213) 236-1967

SUBJECT: Regional Comprehensive Plan Goals, Outcomes, and Action Plans for Economy

BACKGROUND:

At the August meeting of the Regional Comprehensive Plan (RCP) Task Force, an Economy Subcommittee was established to further refine the Goals, Outcomes, and Action Plans for the Economy Chapter. The attached documents the recommendations from this subcommittee, which were not available at the time the Community, Economic & Human Development Committee agenda packet was prepared.

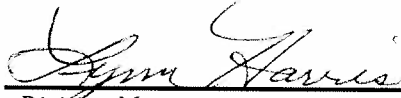
Attachments:

1. RCP Economy Chapter – Draft Goals, Outcomes, and Action Plan

FISCAL IMPACT:

Activities related to the Regional Comprehensive Plan are contained in the OWP under the work element 08-035.SCGS1.

Reviewed by:



Division Manager

Reviewed by:



Department Director

Reviewed by:



Chief Financial Officer

RCP Economy Chapter

Draft Goals, Outcomes and Action Plan

Goals

- Position the SCAG region and its economy to seize opportunities and address challenges that will enhance the region's mobility, livability, prosperity, and sustainability.
- Enable business to be profitable and competitive (locally, regionally, nationally, and internationally).
- Promote an economy that rewards hard work, perseverance, and ingenuity to allow individuals and families to achieve a better quality of life.
- Ensure a healthy, flourishing economy that provides employment opportunities ~~to decrease poverty and meet the basic needs of all the people who participate in our economy by:~~
 - Promoting education and workforce training policies that give residents an opportunity to compete for the full range of jobs available with good wages and benefits;
 - Encouraging and enabling charities and non-profits to help provide for the poorest in our region;
 - Achieving economic development while being consistent with the region's sustainability goals for land use, air quality, and other resource areas; and
 - Accomplishing this within an ecological and sustainable context that uses resources wisely.

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<#>Ensuring sufficient employment opportunities and regional prosperity for all segments of the region's workforce;¶

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Outcomes

- Increase job growth ~~to add three million jobs to the regional economy by 2035.~~
- Eliminate gaps in educational achievement between different racial and ethnic groups by 2035.
- Increase the real per capita income to restore 1997 levels of household and individual purchasing power.

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- Expand green technologies and employment above and beyond Title 24 requirements by 2035.
- Increased the region's economic vitality and attractiveness by focusing housing and job additions in urban centers, employment centers and transportation corridors, such that there will be a minimum of 35% of household growth and 32% of employment growth in these areas from their levels in 2005 by 2035.
- Increase the affordability of health care by 50% to reduce losses in productivity resulting from inaccessible health care.
- Increase the diversification of the region's economy by promoting sustained economic health, strengthening local self-reliance and expanding global competitiveness.

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Action Plan

Constrained Actions

EC-1. Improving the Economic Competitiveness of Key Industry Clusters

- EC-1.1** Form an active Prosperity Partnership, a coalition of public and private entities, dedicated to developing and implementing a common economic strategy for the SCAG region.
- EC-1.2** Partner with institutions that will help develop global trade logistics infrastructure needed for local businesses to remain competitive.
- EC-1.3** Partner with economic development organizations to assist the region in attracting and retaining both local and foreign investment.
- EC-1.4** Increase awareness - both private and public sectors - of efforts currently underway supporting industry cluster formation in our region.
- EC-1.5** Encourage regional universities and business schools to explore opportunities to maximize benefits to the region from public dollars.
- EC-1.6** Promote regional policies that:
 - Promote sustainable economic development, within an ecological context, that uses resources wisely and sustainably and builds sustained economic health.
 - Reward local ingenuity, initiative, enterprise and creativity.

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- Give local governments the flexibility to attract needed businesses and jobs into their communities without compromising social or environmental standards.
- Promote fiscal reform at the state, county and local level (involving sales, property and income taxes) to meet the region's capital investment needs of the region's economy. Reform must address increasing local control over school and transportation funds and de-emphasize local dependence on sales tax revenue. Overall, tax systems should be diverse enough to protect against over-reliance upon any small number of income streams.
- Work with industries to diversify their industrial bases.
- Help local firms replace jobs that cannot be retained.
- Expand employment in existing high-wage service-sector firms.
- Foster growth of small and medium-sized, locally-based firms.

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EC-1.7 Promote the region's livability and quality of life, along with its business climate and working conditions by supporting investments in attracting, retaining, educating and training a diverse, skilled labor force necessary to attract workers and firms.

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EC-2. Promoting Education and Workforce Training

- EC-2.1** Support development of workforce strategies that upgrade skills and open up career opportunities for adult workers who need to adapt to change.
- EC-2.2** Inform stakeholders (workforce boards, community colleges and businesses) about the long-term demographic and workforce trends in the SCAG regional forecast.
- EC-2.3** Support K-12 education programs, particularly for at-risk students that help improve high school graduation rates and increase opportunities for all qualified students to attend and graduate from college.
- EC-2.4** Support programs that develop workforce in the green technology sector.
- EC-2.5** Partner with workforce boards and community colleges in identifying specialized training courses that:
 - Meet current and future job needs.
 - Upgrade technological skills and open up career opportunities of adult and young workers.
 - Assist people adapting to change.
- EC-2.6** Support an increase in opportunities for immigrants to learn English at convenient times and locations.
- EC-2.7** Support programs that connect school district databases region-wide to track and assess student performance to better ensure a match between education and skill requirements and attainment.

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EC-3. Developing a Sustainable Goods Movement Strategy/ Environmentally Friendly, Sustainable Economy:

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EC-3.1 Actively engage environmental stakeholders to promote efficiencies, conservation, and renewable energy resources by working with the business sector and government agencies such as the California Center for Sustainable Energy, the state's Environmental Agency (Cal-EPA), the California Transportation Commission, and others.

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EC-3.2 Partner with organizations that promote the creation of new advanced, environmental friendly, sustainable technologies for all sectors in the region's economy.

EC-3.3 Encourage industries to incorporate more energy efficient resources into their products.

EC-3.4 Develop a suite of technologies or a renewable portfolio of services that allow the SCAG region to plan for a greener, more sustainable economy.

EC-3.5 Support efforts to increase employment in green, sustainable technologies and/or related industries.

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EC-3.6 Promote the implementation of the Southern California Regional Strategy for Good Movement Action Plan, which is based on three principles:

- o International trade can create good job opportunities and raise real income levels for the SCAG region. To benefit from the growth in international trade expected, while remaining globally competitive, significant investment is necessary to improve the efficiency and expand the capacity of the region's good movement infrastructure. Such changes must also occur within a context of environmental quality, environmental justice and respect for local communities.
- o Improvements to the goods movement system should not come at the expense of other transportation investments nor should improvements be only the burden of local, regional or state government.
- o Investments in the regional goods movement system should be made to realize regional benefits that have statewide implications.

Deleted: Environmental and community impact mitigation must be integral to the goods movement program

EC-3.7 Support policies such as:

- o Market-based missions trading programs that use a cap with progressive reductions of the cap over time.
- o Legislation that promotes "green building" through a mixture of regulation and incentives.
- o Clean air plans that reduce port-generated pollution from airplanes, vessels, trains, trucks and terminal operating equipment by 45% over the next five years.

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Deleted: Value Added Tax Programs: Support legislation for CPUC % of rate reductions, which will be given for "green building" in the future. Use of tax policy can both be shifted from one area to another (e.g. from sales to value added) and created for the public good.

EC-3.8 Continue efforts to leverage state infrastructure bond financing to our region to implement the enormously challenging goods movements and transit oriented development infrastructure.

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EC-4. Improving Quality of Life

EC-4.1 Reform the state-local government fiscal relationship to help achieve sound, sustainable development. If government is going to "incentivize" the behavior of its governmental institutions, the incentive needs to be in line with its overall goals and objectives (e.g. making affordable workforce

housing available). Local jurisdictions working through their representative advocacy groups (e.g. the League of National Cities) need to work with the state to balance the “fiscalizations” of the land use impacts, moving towards making cities fiscally ambivalent over using land for retail or housing purposes.

- EC-4.2** Explore means of improving housing availability and pricing. Affordable housing shortage is compounding the difficulty for emerging industries to attract and retain demand positions, which are mostly the younger, more recently educated work force. Similarly, it also adds to the difficulties in attracting and retaining employees from other areas.
- EC-4.3** Support policies that streamline the permit process and regulatory requirements imposed upon developers so as to eliminate excessive review time, cost and inefficiency.